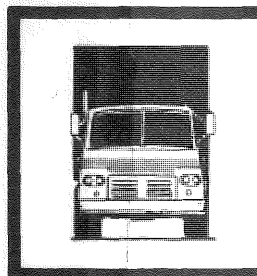
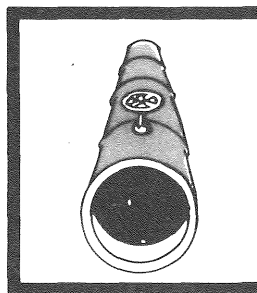
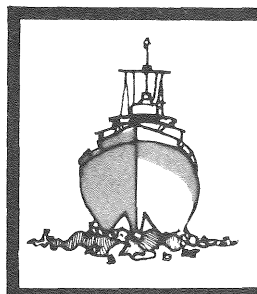
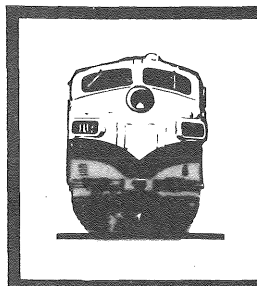
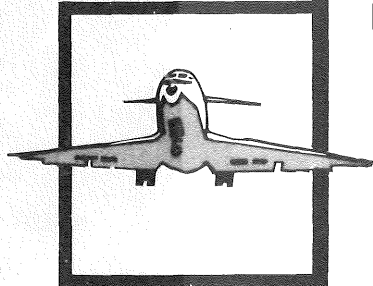


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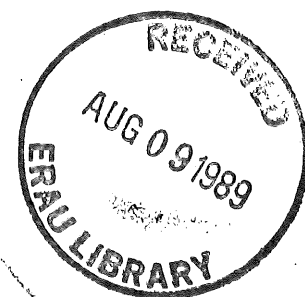


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORT

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 12 OF 1987 ACCIDENTS**



NTSB/AAB-89/05

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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		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: 2201 through 2400</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.....	1-395

DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 12

CALENDAR YEAR 1987

File Order Listing - Issue No. 12, 1987

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2201	190PJ	110187	RAMONA, CA	DURBIN	MONNETT MO	SERIOUS	100
2202	505BW	102587	PATAGONIA, AZ	WARNKE	SONERIE II	SERIOUS	28
2203	25059	092787	BOONVILLE, CA	ROTORWAY	SCORPION 1	NONE	94
2204	7481S	062287	HILLSBORO, TX	PIPER	PA-60-601	NONE	326
2205	1466U	070787	HAWTHORNE, CA	CESSNA	172	NONE	58
2206	2477C	061687	KERNVILLE, CA	CESSNA	180	NONE	54
2207	86789	060687	RANCHO CALIF, CA	BELLANCA	14-13-2	NONE	52
2208	62750	031287	CHANDLER, AZ	PIPER	PA-23-250	NONE	8
2209	8713V	030687	LEBEC, CA	BELLANCA	7KCAB	FATAL	40
2210	8121T	112987	NORTHPORT, AL	PIPER	PA-28-181	SERIOUS	4
2211	25991	050587	INA, IL	CESSNA	152	FATAL	136
2212	9438F	121987	BETHEL, AK	CESSNA	208	MINOR	2
2214	984B	061387	LISBON, OH	BELL	47G-2	MINOR	270
2215	98782	081587	COVELO, CA	CESSNA	172P	SERIOUS	82
2216	38EZ	101787	NEWELL, CA	PUGH	LONG-EZ	SERIOUS	96
2217	705X	052987	MT HOLLEY SPRGS, PA	SCHLEICHER	ASW-20L	MINOR	288
2218	922ET	062887	CASA GRANDE, AZ	TEAGUE	PHANTOM	SERIOUS	16
2219	236HA	090187	SCOTTSDALE, AZ	HILLER	UH-12E	MINOR	26
2220	1189B	083187	HEMET, CA	BOYLES	STARDUSTER	SERIOUS	88
2221	5032S	070387	LORDSBURG, NM	PIPER	PA-28R-200	MINOR	238
2222	7845	070987	BUCYRUS, OH	GRUMMAN	G-164A	MINOR	272
2223	6571R	122487	CROSSVILLE, TN	BEECH	B23	FATAL	324
2224	55757	073187	MITCHELLVILLE, MD	PIPER	PA-28	MINOR	176
2225	318AU	091887	PHILADELPHIA, PA	BOEING	737	SERIOUS	308
2226	83080	082187	WASHINGTON, DC	BELL	206B	FATAL	116

File Order Listing - Issue No. 12, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2227	2758F	123087	MOLALLA, OR	CESSNA	182J	FATAL	286
2228	6313A	072687	POESTENKILL, NY	CESSNA	182	FATAL	246
2229	23EH	090987	HILLTOWN, PA	KOLB	TWINSTAR	FATAL	304
2230	33670	062687	BOSTON, MA	PIPER	PA-34-200T	FATAL	162
2231	9447B	110687	PINTURA, UT	CESSNA	172RG	FATAL	374
2232	103BG	071387	MARICOPA, AZ	BURKHART GRO	G-103A	MINOR	18
2233	125FD	071887	PERRIS, CA	BRASOV	IS-28B2	SERIOUS	62
2234	46065	110787	NEW HUDSON, MI	CESSNA	152	NONE	190
2235	55936	101087	DARES BEACH, MD	PIPER	PA-28R-200	NONE	178
2236	694KS	030787	PLAINFIELD, IL	SCHLEICHER	ASK-21	NONE	132
2237	234ZN	120887	BENSON, AZ	CESSNA	A152	FATAL	30
2238	99CP	071087	RIVERSIDE, CA	BEECH	D18S	NONE	60
2239	24233	062987	PACOIMA, CA	CESSNA	152	NONE	56
2240	42507	071687	BUCKEYE, AZ	PIPER	J-3	MINOR	20
2241	6858S	022087	FLAGSTAFF, AZ	CESSNA	441	FATAL	6
2242	4357R	102387	MIDWAY, TX	CESSNA	172M	FATAL	350
2243	1107N	011887	LEMON COVE, CA	HUGHES	369D	NONE	32
2244	7804	060587	KAPLAN, LA	GRUMMAN	G-164	NONE	154
2245	3596N	122187	EUGENE ISLAND, GM	AEROSPATIALE	SA-330J	FATAL	120
2246	4468M	122987	TELLURIDE, CO	SWEARINGEN	SA-26AT	SERIOUS	110
2247	32619	080887	MAQUOKETA, IA	PIPER	PA-28-151	FATAL	128
2248	735DS	080187	SPARTA, NJ	CESSNA	182Q	FATAL	224
2249	432CA	050887	MAYAGUEZ, PR	CASA	C-212-CC	FATAL	312
2250	8307H	022487	MISSING ACFT, OF	PIPER	PA-44-180T	FATAL	262
2251	55186	060887	MISSING ACFT, OF	CESSNA	172P	FATAL	264

File Order Listing - Issue No. 12, 1987

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2252	4953Z	121087	SILVERDALE, WA	CESSNA	TU206G	NONE	384
2253	477BL	080487	EL MONTE, CA	PIPER	PA-34-200T	NONE	76
2254	4649V	071787	LAKEVILLE, MN	CESSNA	170	NONE	194
2255	2501L	071487	MADISON, WI	CESSNA	172	NONE	388
2256	4601V	022087	CAMP DOUGLAS, WI	CESSNA	172RG	FATAL	386
2257	6011T	071787	MONTICELLO, IL	BEECH	C23	NONE	138
2258	1017K	073187	SELMA, CA	LUSCOMBE	8A	NONE	72
2259	5144X	072487	RANCHO CALIF, CA	CHAMPION	7ECA	NONE	68
2260	8049Y	072087	BAD AXE, MI	PIPER	PA-30	NONE	186
2261	1997L	071587	DANBURY, CT	BEECH	C24R	NONE	112
2262	5077Y	072587	WRIGHTSTOWN, NJ	CESSNA	310	NONE	222
2263	14037	073187	WESTPORT, NY	LAKE	LA-4-250	SERIOUS	248
2264	93012	082387	BEAVER FALLS, PA	BOEING	B-17G	SERIOUS	298
2265	96241	082387	BINGHAM, ME	TAYLORCRAFT	BC-12D	MINOR	184
2266	77DL	083187	MARLBORO, NJ	MOONEY	M20B	MINOR	228
2267	2216L	091887	MONTPELIER, VT	BEECH	23	NONE	378
2268	4158A	092687	BLOCK ISLAND, RI	BEECH	E55	MINOR	316
2269	7388S	092987	KINGSTON, NH	CESSNA	182	SERIOUS	218
2270	114CH	052587	LOS GATOS, CA	ROCKWELL	114	FATAL	50
2271	9827A	081787	HEDGESVILLE, WV	CESSNA	190	FATAL	390
2272	9309N	120587	SAN JOSE, CA	PIPER	PA-28R-200	FATAL	104
2273	813PA	111187	ATLANTIC OCEAN, OF	AIRBUS	A310	SERIOUS	266
2274	65370	052487	FARMINGDALE, NY	NORTH AMERIC	SNJ-2	NONE	240
2275	3849H	110887	UNION CITY, TN	ERCOUPE	415-CD	NONE	320
2276	2522L	113087	PADUCAH, KY	CESSNA	172H	MINOR	150

File Order Listing - Issue No. 12, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2278	44RM	072487	BERMUDA DUNES, CA	CESSNA	320B	NONE	70
2279	5515Q	040887	KIRKSVILLE, MO	CESSNA	152	NONE	202
2280	1135H	080687	ST BONIFACIUS, MN	AERONCA	15AC	NONE	196
2281	6881K	071187	BEAUMONT, TX	GRUMMAN	G-164B	NONE	328
2282	99151	091987	FITCHBURG, MA	CESSNA	172P	SERIOUS	166
2283	333JL	110187	FORKED RIVER, NJ	BEECH	F-33A	FATAL	234
2284	2243J	123187	BURLINGTON, VT	PIPER	PA-32RT-30	FATAL	380
2285	5504L	031887	ATTICA, IN	BELLANCA	7ECA	FATAL	144
2286	5998Y	080187	IMPERIAL, TX	PIPER	PA-23-250	FATAL	334
2287	5136Y	112687	SKANEATELES, NY	CESSNA	T210N	FATAL	258
2288	1999L	120987	SEWANEE, TN	BEECH	B24R	SERIOUS	322
2289	30590	101087	STEVENSVILLE, MD	CESSNA	177A	MINOR	180
2290	8K	071987	HAYWARD, CA	TEMCO	TT-1	SERIOUS	66
2291	33791	080487	PROSPECTVILLE, PA	PIPER	PA-28	NONE	296
2292	8799M	082387	LONGVILLE, MN	BEECH	A23	NONE	198
2293	9494J	121187	RICHMOND HTS, OH	PIPER	PA-28-180	SERIOUS	274
2294	23838	080487	AUGUSTA, ME	BEECH	B19	NONE	182
2295	36509	071387	MATTITUCK, NY	PIPER	PA-28-160	NONE	244
2296	7933F	070587	ROSEVILLE, PA	CESSNA	150F	NONE	292
2297	2460E	070387	JAMESTOWN, NY	AERONCA	7AC	SERIOUS	242
2298	9399L	062887	KRALLTOWN, PA	AMERICAN AVI	AA-1A	NONE	290
2299	79041	062887	BLOCK ISLAND, RI	CESSNA	172	MINOR	314
2300	917B	080587	TAFT, CA	BELL	47D-1	NONE	78
2301	252W	072287	CHANDLER, AZ	CESSNA	A185F	NONE	22
2302	2317F	072587	PALMYRA, PA	CESSNA	210	SERIOUS	294

File Order Listing - Issue No. 12, 1987

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2303	4332N	092787	STOW, MA	PIPER	PA-28-161	MINOR	168
2304	2467U	091487	SCOTTDALE, PA	CESSNA	172D	NONE	306
2305	3023M	090487	HARRISBURG, PA	PIPER	PA-28	NONE	300
2306	47993	083187	BRIDGETON, NJ	PIPER	PA-28-161	NONE	230
2307	33007	121887	BURNET, TX	PIPER	PA-28R-200	FATAL	370
2308	8012Q	081287	LAKE GEORGE, NY	LAKE	LA-4	NONE	250
2309	99171	080487	PLAINFIELD, CT	CESSNA	172P	NONE	114
2310	6355	072487	MARSTON MILLS, MA	BELL	47G3	MINOR	164
2311	105DK	081187	AUBURN, CA	BEECH	C-45H	NONE	80
2312	223H	032887	AGUA DULCE, CA	CESSNA	310	NONE	48
2313	4498C	022887	CHINO, CA	CESSNA	190	NONE	38
2314	447MR	030887	LANSING, IL	RESNEY	COMMANDER	SERIOUS	134
2315	6255F	112187	KANKAKEE, IL	CESSNA	337	MINOR	142
2316	6320A	092787	JOLIET, IL	PIPER	PA-38-112	MINOR	140
2317	3599F	092687	LAKEVILLE, MN	CESSNA	172L	NONE	200
2318	251NW	090987	MARINE CITY, MI	CESSNA	182RG	NONE	188
2319	80376	090687	W. MIFFLIN, PA	CESSNA	172M	NONE	302
2320	41994	081687	LAKESWOOD, NJ	PIPER	PA-28-151	SERIOUS	226
2321	7653	081587	DANSVILLE, NY	SCHWEIZER	SGS-1-34	NONE	252
2322	4164B	072787	CARROLLTON, TX	AERO COMMAND	520	MINOR	332
2323	190DH	092287	SELLERSBURG, IN	DEHAVILLAND	DRAGONFLY	SERIOUS	146
2324	11665	020887	WASKISH, MN	MOONEY	M20J	FATAL	192
2325	65721	090587	CABIN, WV	CESSNA	172P	FATAL	392
2326	31SK	032787	EAGLE, CO	LEAR JET	24A	FATAL	108
2327	75FE	122687	SANTA YNEZ, CA	ROLLADEN-SCH	LS-3	SERIOUS	106

File Order Listing - Issue No. 12, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2328	224MK	090387	GORMAN, CA	CESSNA	140	NONE	90
2329	2483L	082287	BUCKEYE, AZ	PIPER	PA-38-112	NONE	24
2330	9026B	033187	GRAND CANYON, AZ	CESSNA	T206F	MINOR	14
2331	2439T	032387	ANZA, CA	PIPER	PA-28-140	MINOR	46
2332	8058Z	031487	WILLIAMS, AZ	CESSNA	U206A	NONE	10
2333	6136Q	052287	ST. LOUIS, MO	CESSNA	152	NONE	206
2334	3777S	042387	MOORHEAD, IA	CESSNA	172E	NONE	126
2335	2559N	040887	ELDON, MO	CESSNA	140	NONE	204
2336	4949X	081587	MEDIAPOLIS, IA	ROCKWELL	S-2R	NONE	130
2337	9144T	082387	LONG BEACH, CA	PIPER	PA-28-181	NONE	86
2338	5052J	120687	HECTOR, NY	CESSNA	310R	FATAL	260
2339	4832S	112787	WILLIS, VA	PIPER	PA-32-260B	FATAL	376
2340	1601Y	031987	PHOENIX, AZ	MCDONNELL-DO	369E	NONE	12
2342	673U	120287	WILLIAMS, CA	GRUMMAN	G-164A	NONE	102
2343	97061	071887	UPPER LAKE, CA	CESSNA	182Q	NONE	64
2344	5393P	031787	JAMESTOWN, CA	PIPER	PA-24-250	FATAL	44
2345	15917	091187	RIVERHEAD, NY	PIPER	PA-28-180	FATAL	256
2346	329RM	042287	HILLSBORO, OH	MCLANE	MONI	MINOR	268
2347	400PH	120587	LEXINGTON, KY	HAWKER	HS-125-400	FATAL	152
2348	9638L	061687	WEST MILFORD, NJ	CESSNA	172	MINOR	220
2349	1868Q	121087	AFTON, WY	CESSNA	177RG	FATAL	394
2350	3204V	081787	EXCELSIOR SPGS, MO	BEECH	35	SERIOUS	210
2351	1102U	020887	HONOLULU, HI	HUGHES	369D	FATAL	122
2352	1403W	070687	ALTON BAY, NH	LAKE	LA-250	NONE	216
2353	111MJ	101187	BENNETTSVILLE, SC	ROGERS-GIBSO	1	FATAL	318

File Order Listing - Issue No. 12, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2354	359E	081987	SHIP SHOAL 214C, GM	AEROSPATIALE	AS-355F-1	SERIOUS	118
2355	70334	111887	SEQUIM, WA	CESSNA	172M	MINOR	382
2356	47861	102687	BORREGO SPRINGS, CA	MCDONNELL DO	369D	NONE	98
2357	28157	071587	MC KINNEY, TX	BELLANCA	17-30A	SERIOUS	330
2358	5934S	112887	COMMERCE, TX	BEECH	95-B55	FATAL	366
2359	17176	102287	LANCASTER, TX	CESSNA	150L	NONE	348
2360	4045M	102487	BROWNSVILLE, TX	PIPER	PA-12	NONE	352
2361	6530G	102487	MCKINNEY, TX	CESSNA	150	MINOR	354
2362	3931L	102687	MIDLAND, TX	CESSNA	172	NONE	360
2363	7969Y	102587	BROWNSVILLE, TX	PIPER	PA-30	NONE	356
2364	5606Y	102587	BROWNSVILLE, TX	PIPER	PA-23-250	SERIOUS	358
2365	8403E	102087	LAPRA, TX	BELL	47G-2	NONE	346
2366	742WP	102687	ARDMORE, OK	PIPER	PA-60	NONE	278
2367	3449J	103087	SAN ANGELO, TX	CESSNA	150	MINOR	362
2368	65584	111287	LAWTON, OK	CESSNA	152	NONE	280
2369	7370H	112087	BURNET, TX	CESSNA	185	NONE	364
2370	94546	122987	FARGO, OK	CESSNA	182	NONE	284
2371	736AN	122387	GODLEY, TX	CESSNA	172XP	NONE	372
2372	5719G	122987	WOODWORTH, LA	CESSNA	150	MINOR	160
2373	5133E	091987	ATKINSON, KS	CESSNA	180B	NONE	148
2374	4365	092687	ORLEANS, NE	JENKINS	PITTS S-1	NONE	214
2375	370AH	041587	LAUPAHOEHOE, HI	BELL	206B	FATAL	124
2376	9997Q	081687	LITTLEFIELD, TX	BLANIK	L-13	NONE	342
2377	4274A	091487	GUTHRIE, OK	BEECH	58	NONE	276
2378	5629D	081887	TERLINGUA, TX	BEECH	F50	NONE	344

File Order Listing - Issue No. 12, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2379	8945F	121787	ELDORADO, TX	HUGHES	269A-1	NONE	368
2380	3888V	120287	MANGUM, OK	CESSNA	150	NONE	282
2381	6463F	112487	NEW ORLEANS, LA	CESSNA	150	NONE	158
2382	53461	110487	NORFOLK, MA	CESSNA	172	MINOR	172
2383	333FG	102487	BARRE, MA	GULFSTREAM-A	AA-5B	NONE	170
2384	504AC	102587	COVINGTON, LA	BEECH	65	MINOR	156
2385	401P	080887	SAN MARCOS, TX	CESSNA	170A	NONE	336
2386	5437Y	081587	MC ALLEN, TX	PIPER	PA-23-250	NONE	338
2387	9930X	081587	SAN MARCOS, TX	CESSNA	185	NONE	340
2388	341SB	110187	MANSFIELD, NJ	COUDEN	SKYBOLT	FATAL	236
2389	2262N	082287	MATTITUCK, NY	REDER	KR-2	FATAL	254
2390	271MA	070287	KANSAS CITY, MO	MITSUBISHI	MU-2B-60	NONE	208
2391	65451	081687	MADERA, CA	CESSNA	152	NONE	84
2392	2484B	111587	MEXICALI, MX	CESSNA	441	FATAL	212
2393	5082T	102787	BUENA, NJ	BEECH	19A	MINOR	232
2394	8384Q	110687	NEW BEDFORD, MA	CESSNA	U206F	NONE	174
2395	75178	020187	GUALALA, CA	PIPER	PA-28-181	FATAL	34
2396	2098B	080187	OAKDALE, CA	LUSCOMBE	8A	FATAL	74
2397	59AB	022387	ANZA, CA	BEECH	F33A	FATAL	36
2398	8598V	092087	SONOMA, CA	BELLANCA	7ECA	FATAL	92
2399	3143E	031587	AVENAL, CA	CESSNA	182R	FATAL	42
2400	9122J	092687	WAYNESBURG, PA	PIPER	PA-28-180	NONE	310

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 12 OF 1987 ACCIDENTS

Brief of Accident

File No. - 2212 12/19/87 BETHEL,AK A/C Reg. No. N9438F Time (Lcl) - 1155 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-HERMENS AIR	SUBSTANTIAL						
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0	None
Accident Occurred During	-TAKEOFF						2	1
								7

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

Make/Model	- CESSNA 208	Eng Make/Model	- P&W PT6A-114	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 7300	Engine Type	- TURBOPROP		
No. of Seats	- 10	Rated Power	- 600 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	RUSSIAN MISSION,AK	BETHEL
Wind Dir/Speed- 020/008 KTS		Runway Ident - 18
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 6399/ 150
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type of Clearance - VFR	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 2138	Last 24 Hrs - 0
SE LAND,ME LAND	Months Since - 7	Make/Model- 360	Last 30 Days- UNK/NR
	Aircraft Type - C-208	Instrument- 111	Last 90 Days- 238

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD PLANNED TO BACK TAXI FOR TAKEOFF ON RWY 36. THE TOWER CONTROLLER ASKED IF A RWY 18 DEPARTURE WOULD BE ACCEPTABLE TO ACCOMMODATE AN ARRIVING ACFT & THE PLT ACCEPTED A CLNC. HE STARTED HIS TAKEOFF WITH 3900' REMAINING ON THE 6399' RWY. AFTER INITIAL LIFT-OFF, THE ACFT WOULD NOT SUSTAIN FLT. THE PLT "INTENTIONALLY LANDED" BEYOND THE END OF THE RWY ON SNOW COVERED TERRAIN. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED & THE ACFT WAS DAMAGED. AN INVESTIGATION REVEALED THERE WAS A SLIGHT TAIL WIND & THE ACFT WAS APRX 1200 TO 1400 LBS OVER ITS MAX WT LIMIT. ALSO, THE LEADING EDGES OF THE WINGS HAD SOME RESIDUAL IN-FLT ICE THAT THE DE-ICE BOOTS HAD NOT CLEARED FROM THE PREVIOUS DAY'S FLT.

Brief of Accident (Continued)

File No. - 2212

12/19/87

BETHEL, AK

A/C Reg. No. N9438F

Time (Lcl) - 1155 AST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
4. WING - ICE
5. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - TAILWIND
7. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
8. AIRSPEED - NOT POSSIBLE -
9. ABORTED TAKEOFF
10. TERRAIN CONDITION - SNOW COVERED
11. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2210 11/29/87 NORTHPORT, AL A/C Reg. No. N8121T Time (Lcl) - 1210 CST

-----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	1	2	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ORLANDO, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TUSCALOOSA MUNI
Wind Dir/Speed- 220/006 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4001/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 309
SE LAND	Months Since - 0	Last 24 Hrs - 4
	Aircraft Type - PA-28	Make/Model- 280
		Instrument- 25
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE REACHING THE ARPT, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING AN EMERG LANDING ON AN EMBANKMENT ABOUT 1.5 MI SHORT OF RWY 29. ONLY ABOUT 1 CUP OF FUEL WAS FOUND IN EACH FUEL TANK. THE PLT THOUGHT THERE WAS ABOUT 12 GAL OF FUEL REMAINING BEFORE THE ENG LOST POWER. HOWEVER, THE FRONT SEAT PASSENGER NOTED THAT THE LEFT & RGT TANK GAUGES WERE INDICATING "EMPTY" & THE CENTER GAUGE WAS INDICATING WHAT HE THOUGHT WAS 10 TO 12 GAL OF FUEL. THE ACFT WAS EQUIPPED WITH ONLY 2 FUEL TANKS & HAD NO 3RD AUX TANK. THE CENTER GAUGE WAS A FUEL SYS PRESSURE GAUGE.

Brief of Accident (Continued)

File No. - 2210

11/29/87

NORTHPORT,AL

A/C Reg. No. N8121T

Time (Lcl) - 1210 CST

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. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - MISREAD - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2241 2/20/87 FLAGSTAFF, AZ A/C Reg. No. N6858S Time (Lcl) - 1845 MST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-SAMARITAN HEALTH SERVICES	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	2	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	Minor	0
Accident Occurred During	-DESCENT						None	0

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

Make/Model	- CESSNA 441	Eng Make/Model	- AIRESEARCH TPE-331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9850	Engine Type	- TURBOPROP		
No. of Seats	- UNK/NR	Rated Power	- 635 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PHOENIX, AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FLAGSTAFF, AZ	Runway Ident - N/A
Wind Dir/Speed - 040/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 1200 FT	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 1200 FT BROKEN	Type Apch/Lndg - VOR/TVOR	
Obstructions to Vision - BLOWING SNOW		
Precipitation - SNOW SHOWER		
Condition of Light - NIGHT(DARK)		

-----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 - 2311
SE LAND, ME LAND	Months Since - 0	Last 24 Hrs - 4
	Aircraft Type - C-441	Make/Model - 24
		Instrument - 151
		Last 30 Days - 100
		Last 90 Days - 256
		Multi-Eng - 836

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON AN EMERG MED SVC (EMS/MED-EVAC) FLT WITH A PLT & FLT NURSE ABOARD TO TRANSPORT A MATERNITY PATIENT FM FLAGSTAFF TO PHOENIX. DRG A NGT ARRIVAL, THE PLT BGN A VOR-A APCH IN IMC, THEN HE RPRTD A PROBLEM WITH HIS AVIONICS & ELECTED TO MAKE A MISSED APCH. DRG THE MISSED APCH, HE SAID THAT HE "LOST" AN INVERTER, THEN RPRTD THE GYROS WERE INOP. RADAR VECTORS WERE BEING PROVIDED WHEN HE STATED "WE HAVE BIG TROUBLE HERE." SOON THEREAFTER, RADAR & RADIO CTC WERE LOST & THE ACFT CRASHED APRX 7 MI SE OF THE ARPT. DRG IMPACT, THE ACFT MADE A DEEP CRATER & WAS DEMOLISHED. NO PREIMPACT ENG OR AIRFRAME FAILURE WAS FND. AN INV REVEALED THE #2 (COPLT'S) ATTITUDE INDCR WAS INOP ON THE PREV FLT. A DISCREPANCY RPRTD WAS TAKEN TO THE AVIONICS DEPT, BUT THE REQD ENTRY WAS NOT MADE IN THE ACFT FORM-4. THE PLT TKOF BEFORE CORRECTIVE ACTION WAS TAKEN. THE OPNS MANUAL REQD 1000 HRS MULTI-ENG TIME AS PIC & TRNG BY DESIGNATED CFI'S. THE PLT HAD APRX 837 HRS MULTI-ENG TIME, RECD 9 TRNG FLTS IN N6858S WITH NON-DESIGNATED INSTRUCTORS, COMPLETED A PART 135 FLT CHK ON 2/17/88.

Brief of Accident (Continued)

File No. - 2241

2/20/87

FLAGSTAFF, AZ

A/C Reg. No. N6858S

Time (Lcl) - 1845 MST

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

Finding(s)

1. MAINTENANCE, RECORDKEEPING - IMPROPER -
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED -
3. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
4. ELECTRICAL SYSTEM - UNDETERMINED
5. ELECTRICAL SYSTEM, INVERTER - INOPERATIVE
6. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - INOPERATIVE

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

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
8. WEATHER CONDITION - LOW CEILING
9. WEATHER CONDITION - SNOW
10. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT, 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) 4, 10, 11

Factor(s) relating to this accident is/are finding(s) 3, 7, 8, 9, 12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2208 3/12/87 CHANDLER, AZ A/C Reg. No. N62750 Time (Lcl) - 1445 MST

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING TIO-540-C4B5	ELT Installed/Activated - YES/YES
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	CHANDLER, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHANDLER MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 22
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4395/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1853
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 6
	Aircraft Type - PA-23	Make/Model- 202
		Last 30 Days- 123
		Instrument- 84
		Last 90 Days- 390
		Multi-Eng - 268

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CLBG FM A GO-ARND AT ABT 400' AGL, THE INSTRUCTOR (CFI) SHUT DWN THE L ENG BY CLOSING THE MIXTURE & THE STUDENT (PVT PLT) FEATHERED THE LEFT PROP. THE CFI THEN MOVED THE PROP CTL OUT OF THE FEATHER PSN, BUT THE PROP RMND FEATHERED. THE CFI WAS UNABLE TO RESTART THE L ENG & THE ACFT WOULD NOT CLIMB AT THE BEST SINGLE-ENG RATE OF CLB SPD. IT WOULD ONLY MAINT A MIN RATE OF DSCNT OF 50' PER MIN. SUBSEQUENTLY, THE ACFT WAS DMGD DRG A WHEELS-UP LNDG ACROSS FURROWS IN AN ALFALFA FLD. THE FLT MANUAL STATED: DO NOT FEATHER A PROP IF THERE IS REASON TO SUSPECT THAT THE STARTING CHARACTERISTICS OF THE ENG ARE NOT NORMAL OR THAT RESTARTING IN THE AIR MAY BE DIFFICULT OR IMPOSSIBLE; DO NOT FEATHER A PROP IN CONDITIONS OF TEMPERATURE, ALTITUDE, WEIGHT OR TURBULENCE WHICH MAY PREVENT SINGLE ENG FLT AT ALTITUDES WELL ABOVE THE LOCAL GROUND ELEVATION; DO NOT FEATHER A PROP AT ANY TIME WHEN CONDITIONS OF TERRAIN OR OTHER CONDITIONS MAY PREVENT THE AIRPLANE FROM REACHING AN AIRPORT, IN CASE THE DEAD ENG CANNOT BE RESTARTED.

Brief of Accident (Continued)

File No. - 2208

3/12/87

CHANDLER,AZ

A/C Reg. No. N62750

Time (Lcl) - 1445 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. MISCELLANEOUS - INTENTIONAL -
3. PROPELLER FEATHERING - PERFORMED - DUAL STUDENT

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

Finding(s)

4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND(CFI)
5. STARTING PROCEDURE - NOT ATTAINED - PILOT IN COMMAND(CFI)
6. CLIMB - NOT POSSIBLE -

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

Finding(s)

7. WHEELS UP LANDING
8. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

Factor(s) relating to this accident is/are finding(s) 8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2332 3/14/87 WILLIAMS,AZ A/C Reg. No. N8058Z Time (Lcl) - 1630 MST

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

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

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

Make/Model	- CESSNA U206A	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/020 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - 20000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>PRESCOTT,AZ</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>ON AIRPORT</p> <p>Airport Data</p> <p>WILLIAMS MUNI</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 4500/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND,ME LAND</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 862</p> <p>Make/Model- 8</p> <p>Instrument- 76</p> <p>Multi-Eng - 122</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 13</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CROSSWIND TURN, SHORTLY AFTER TAKEOFF, THE PILOT NOTICED THAT THE FUEL PRESSURE GAUGE WAS REGISTERING A LOSS OF FUEL PRESSURE AND THE ENGINE WAS EXPERIENCING A SMOOTH LOSS OF POWER. THE PILOT SAID THAT HE TURNED ON THE EMERGENCY BOOST PUMP AND VERIFIED THAT THE FUEL SELECTOR WAS POSITIONED TO THE LEFT FUEL TANK. THE PILOT SAID THAT THE ENGINE QUIT ALTOGETHER AND HE LANDED STRAIGHT AHEAD IN AN 'OPEN AREA. THE PILOT SAID THAT HE VISUALLY EXAMINED THE TANKS PRIOR TO TAKEOFF AND REPORTED THAT THE LEFT TANK CONTAINED ABOUT 15 GALLONS AND THE RIGHT TANK WAS EMPTY. THE AIRCRAFT WAS EXAMINED BY AN FAA AIRWORTHINESS INSPECTOR. HE REPORTED THAT ONLY SEVEN GALLONS (APPROX 1/4 TANK) WAS DRAINED FROM THE LEFT TANK AND NO FUEL WAS IN THE RIGHT TANK. THE OWNER'S MANUAL FOR THE AIRCRAFT STATES THAT WITH 1/4 TANK OR LESS, UNCOORDINATED FLIGHT IN EXCESS OF ONE MINUTE CAN CAUSE FUEL STARVATION AND ENGINE STOPPAGE.

Brief of Accident (Continued)

File No. - 2332

3/14/87

WILLIAMS,AZ

A/C Reg. No. N8058Z

Time (Lcl) - 1630 MST

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL SUPPLY - INADEQUATE -
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2340 3/19/87 PHOENIX,AZ A/C Reg. No. N1601Y Time (Lcl) - 0920 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - MCDONNELL-DOUGLAS 369E
Landing Gear - SKID
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 375 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- 140/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MESA,AZ
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - MD-369

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	5530
Last 24 Hrs	1
Make/Model-	2821
Instrument-	138
Multi-Eng	117
Last 30 Days-	25
Last 90 Days-	49
Rotorcraft	5185

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING FACTORY FLT TRAINING, PRIOR TO DELIVERY OF THE NEW HELICOPTER TO THE OWNER, THE CFI SAID HE ASKED THE STUDENT TO PERFORM A SERIES OF EMERGENCY PROCEDURES WHICH INCLUDED QUICK STOPS FROM AN INITIAL TAKEOFF FOLLOWED BY HOVERING AUTOROTATIONS. THE CFI SAID THE STUDENT SUCCESSFULLY COMPLETED ONE SERIES OF MANEUVERS AND HE ASKED HIM TO DO ONE MORE. THE CFI SAID THAT DURING THE DECELERATION PHASE OF THE QUICK STOP, THE STUDENT MISTAKENLY "ROLLED THE THROTTLE TO THE IDLE POSITION" AT ABOUT 25 FT AGL. THE CFI SAID THAT HE IMMEDIATELY ASSUMED CONTROL OF THE AIRCRAFT, ROLLED THE THROTTLE TO THE FULL OPEN POSITION AND ATTEMPTED TO ENTER AN AUTO ROTATION, HOWEVER, INSUFFICIENT ENERGY REMAINED IN THE ROTOR TO FULLY ARREST THE DESCENT RATE PRIOR TO TOUCHDOWN.

Brief of Accident (Continued)

File No. - 2340

3/19/87

PHOENIX,AZ

A/C Reg. No. N1601Y

Time (Lcl) - 0920 MST

Occurrence #1 HARD LANDING
Phase of Operation MANEUVERING

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
2. ROTOR RPM - NOT MAINTAINED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. AUTOROTATION - ATTEMPTED -

-----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. - 2330 3/31/87 GRAND CANYON,AZ A/C Reg. No. N9026B Time (Lcl) - 1111 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries				
		Fatal	Serious	Minor	None	
Type of Operation	-PERSONAL					
Flight Conducted Under	-14 CFR 91					
Accident Occurred During	-LANDING					
Fire	NONE	Crew	0	0	0	1
		Pass	0	0	1	1

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

Make/Model - CESSNA T206F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3500
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-C3B ELT Installed/Activated - YES/YES
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 050/006 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAIT,UT
Destination
GRAND CANYON,AZ

Airport Proximity
ON AIRPORT

Airport Data

GRAND CANYON
Runway Ident - 03
Runway Lth/Wid - 8999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE,COMMERCIAL
SE LAND
FREE BALLOON

Age - 46
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - FIREFLY

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 2711
Last 24 Hrs	- 6
Last 30 Days	- UNK/NR
Last 90 Days	- 23
Make/Model	- 25
Instrument	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT ON SHORT FINAL THE ACFT BEGAN TO DRIFT OFF THE LEFT SIDE OF THE RWY AND CONTROL INPUTS TO CORRECT THE DRIFT HAD NO EFFECT. THE PLT ADDED PWR TO INITIATE A GO AROUND AND HE SAID THAT THE "AIRSPEED SUDDENLY DROPPED TO 40 AND WE WERE IN A STALL CONDITION" THEN THE ACFT SEEMED TO "MUSH WITH NO CONTROL UNTIL (IT) CONTACTED THE GROUND." THE ATCT CONTROLLERS SAID THE ACFT WAS ABOUT 1,500 FT DOWN THE RWY WHEN IT WAS SEEN TO INITIATE A GO-AROUND AND PITCH NOSE UP STEEPLY THEN DESCEND RAPIDLY TO THE GROUND OFF THE LEFT SIDE OF THE RWY. AN FAA INSP WAS FLYING AN ACFT IN THE PATTERN AND NOTED THAT A SLIGHT SHEAR EXISTED BUT ONLY PRODUCED A MINOR SINK RATE. THE PLT'S FLT TIME CONSISTED OF 2,500 HRS IN BALLOONS WITH ABOUT 180 IN AIRPLANES. NO AIRPLANE FLT TIME WAS FLOWN IN THE PREVIOUS 4 YRS PRIOR TO MARCH OF 1987 WHEN HE PURCHASED THE ACFT AND FLEW IT APPROX 6 HRS BFR THE ACCD.

Brief of Accident (Continued)

File No. - 2330

3/31/87

GRAND CANYON, AZ

A/C Reg. No. N9026B

Time (Lcl) - 1111 MST

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 4. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2218 6/28/87 CASA GRANDE,AZ A/C Reg. No. N922ET Time (Lc1) - 0650 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	0	1	0	0
Pass	0	0	0	0

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

Make/Model - TEAGUE PHANTOM
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - ROTAX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 48 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/006 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
CHANDLER,AZ
Destination
TOLTEC,AZ

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
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	- 248	Last 24 Hrs	- 1
Make/Model-	235	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	39

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FLYING THE ULTRALIGHT TYPE ACFT AT LOW LEVEL. AS HE FLEW THRU A PASS BETWEEN TWO FOOTHILLS, THE ACFT STRUCK TELEPHONE LINES, THEN COLLIDED WITH TERRAIN. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2218

6/28/87

CASA GRANDE, AZ

A/C Reg. No. N922ET

Time (Lc1) - 0650 MST

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. OBJECT - WIRE, TRANSMISSION
 3. 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) 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. - 2232 7/13/87 MARICOPA, AZ A/C Reg. No. N103BG Time (Lcl) - 1530 MST

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

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

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

Make/Model - BURKHART GROB G-103A	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1279	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MARICOPA, AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	ESTRELLA SAILPORT
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 103
	Months Since - 2	Make/Model- 76
GLIDER	Aircraft Type - G-103A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT AFTER GLIDING IN A SINK FOR SVRL MINUTES, HE BEGAN FLYING ABOUT 500' ABOVE A NORTH-SOUTH MTN RIDGE IN SEARCH OF LIFT. WHILE ON A NORTHERLY HEADING, THE LEFT WING ROSE & THE PLT INTERPRETED THIS AS LIFT. HE TURNED TO THE LEFT (WEST) WHICH PUT THE GLIDER ON THE LEE SIDE OF THE RIDGE. THE GLIDER THEN ENTERED A SINK & WENT BELOW THE RIDGE LINE. THE PLT TRADED ALT FOR SPEED AS HE HEADED TOWARD THE SAILPORT. RPRTDLY, THE GLIDER WAS TRAVELING AT ABOUT 100 KTS WHEN A WING HIT A TALL (TREE LIKE) CACTUS & THEN THE GLIDER CRASHED. ABOUT 15 MI AWAY AT PHOENIX, THE WIND WAS FROM 120 DEG AT 6 KTS.

Brief of Accident (Continued)

File No. - 2232

7/13/87

MARICOPA, AZ

A/C Reg. No. N103BG

Time (Lcl) - 1530 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - TURBULENCE
 3. WEATHER CONDITION - DOWNDRAFT
 4. OBJECT - TREE(S)
 5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2240 7/16/87 BUCKEYE, AZ A/C Reg. No. N42507 Time (Lcl) - 1030 MST

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

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

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

Make/Model - PIPER J-3	Eng Make/Model - CONTINENTAL A-65-B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	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 - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 380
SE LAND	Months Since - 7	Make/Model- 18
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 18
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACNT OCCURRED AS THE PLT WAS MANEUVERING TO LAND ON A PVT AIRSTRIP LOCATED ON A RANCH. HE RPRTD THAT WHILE IN A RIGHT TURN TOWARD THE RWY, THE ACFT STALLED & FELL TO THE GROUND. NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS EVIDENT.

Brief of Accident (Continued)

File No. - 2240

7/16/87

BUCKEYE, AZ

A/C Reg. No. N42507

Time (Lcl) - 1030 MST

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

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2301

7/22/87

CHANDLER, AZ

A/C Reg. No. N252W

Time (Lcl) - 1600 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA A185F

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3350

No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-D

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 - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/005 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHANDLER, AZ

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

STELLAR AIRPARK

Runway Ident - 17

Runway Lth/Wid - 4005/ 55

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)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1160 Last 24 Hrs - 6

Make/Model- 56 Last 30 Days- 104

Instrument- 135 Last 90 Days- 275

Multi-Eng - 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI INDICATED THAT THE TAILWHEEL BEGAN TO SHIMMY DURING ROLLOUT. AS FORWARD CONTROL YOKE PRESSURE WAS APPLIED THE SHIMMY WENT AWAY, HOWEVER, AS THE ACFT BEGAN TO SLOW DOWN, THE TAILWHEEL WAS LOWERED AND BEGAN TO SHIMMY AGAIN. AS THE ACFT CONTINUED TO SLOW IT VEERED TO THE RIGHT. THE CFI APPLIED LEFT RUDDER. INITIALLY THE ACFT CONTINUED TO THE RIGHT. SUBSEQUENTLY IT ROLLED LEFT, DRAGGING ITS LEFT WING AND COLLAPSING THE LEFT MAIN LANDING GEAR. INVESTIGATION REVEALED THAT THE RETENTION BOLT FOR THE LEFT LANDING GEAR SPRING ASSEMBLY WAS BENT AND DISPLAYED ROTATIONAL SCORING AT ITS MID-POINT. THE THREADS OF BOTH THE BOLT AND ITS ASSOCIATED NUT WERE FOUND STRIPPED.

Brief of Accident (Continued)

File No. - 2301

7/22/87

CHANDLER,AZ

A/C Reg. No. N252W

Time (Lcl) - 1600 MST

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

Finding(s)

1. LANDING GEAR,MAIN GEAR ATTACHMENT - LOOSE
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
-

Occurrence #2 MAIN 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2329 8/22/87 BUCKEYE,AZ A/C Reg. No. N2483L Time (Lcl) - 0930 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	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
					2
					0

-----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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/005 KTS</p> <p>Visibility - 40.0 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 GOODYEAR,AZ</p> <p>Destination BUCKEYE,AZ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>BUCKEYE MUNI</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 4300/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,ATP</p> <p>SE LAND,ME LAND</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - BE-76</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 742</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 170</td> <td>Last 30 Days- 45</td> </tr> <tr> <td>Instrument- 127</td> <td>Last 90 Days- 97</td> </tr> <tr> <td>Multi-Eng - 12</td> <td></td> </tr> </table>	Total - 742	Last 24 Hrs - 2	Make/Model- 170	Last 30 Days- 45	Instrument- 127	Last 90 Days- 97	Multi-Eng - 12	
Total - 742	Last 24 Hrs - 2									
Make/Model- 170	Last 30 Days- 45									
Instrument- 127	Last 90 Days- 97									
Multi-Eng - 12										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PIPER PA-38-112 LANDED HARD ON THE RUNWAY WHILE ON A VFR TRAINING FLIGHT. THE CERTIFICATED FLIGHT INSTRUCTOR (CFI) INDICATED THAT THE STUDENT PILOT MADE AN ABRUPT AFT YOKE (UP ELEVATOR) APPLICATION DURING THE LANDING FLARE. THE AIRCRAFT BALLOONED APPROXIMATELY 10 FEET ABOVE GROUND LEVEL. THE CFI TOOK THE CONTROLS AND ATTEMPTED TO DEMONSTRATE "THAT THE AIRCRAFT WAS STILL SENSITIVE TO CONTROL INPUTS." THE CFI THEN REALIZED HE WAS TOO HIGH AND FELT THE AIRCRAFT START TO SINK. HE ADDED FULL POWER TO ARREST THE DESCENT. THE AIRCRAFT CONTINUED TO DESCEND AND LANDED HARD RESULTING IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2329

8/22/87

BUCKEYE, AZ

A/C Reg. No. N2483L

Time (Lcl) - 0930 MST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - EXCESSIVE - DUAL STUDENT
2. LACK OF TOTAL EXPERIENCE - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2219 9/01/87 SCOTTSDALE, AZ A/C Reg. No. N236HA Time (Lcl) - 0558 MST

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

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

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

Make/Model	- HILLER UH-12E	Eng Make/Model	- LYCOMING VO-540-C2A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2750	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 2	Rated Power	- 305 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed	- 080/008 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 25000 FT THIN BKN	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAWN				

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3011	Last 24 Hrs - 11
	Months Since - 19	Make/Model - 3011	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 287
			Rotorcraft - 3011

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, THE PLT MADE A TURN-AROUND & WAS STARTING TO MAKE ANOTHER SWATH RUN WHEN HE HEARD A LOUD "BANG" & THEN THE HELICOPTER COLLIDED WITH TERRAIN. AN INSPN OF THE MAIN ROTOR HEAD & PIN REVEALED THE HUB HAD FAILED FROM HI CYCLE FATIGUE. THE FATIGUE ORIGINATED FROM A POINT IN THE HUB PIN BORE WHERE INTERGRANULAR CORROSION HAD OCCURRED.

Brief of Accident (Continued)

File No. - 2219

9/01/87

SCOTTSDALE, AZ

A/C Reg. No. N236HA

Time (Lc1) - 0558 MST

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

Finding(s)

1. ROTOR SYSTEM, MAIN ROTOR HUB - CORRODED
 2. ROTOR SYSTEM, MAIN ROTOR HUB - FATIGUE
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2202 10/25/87 PATAGONIA, AZ A/C Reg. No. N505BW Time (Lcl) - 1720 MST

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

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

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

Make/Model - WARNKE SONERIE II	Eng Make/Model - VOLKSWAGON ENG	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

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

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

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND	Months Since - 1	Make/Model- 600
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLIGHT, THE ENGINE LOST POWER. SUBSEQUENTLY, THE AIRCRAFT WAS EXTENSIVELY DAMAGED DURING A FORCED LANDING IN MOUNTAINOUS TERRAIN. THE REASON FOR THE POWER LOSS WAS REPORTED TO BE FROM AN ELECTRICAL MALFUNCTION OF THE IGNITION SYSTEM.

Brief of Accident (Continued)

File No. - 2202

10/25/87

PATAGONIA,AZ

A/C Reg. No. N505BW

Time (Lc1) - 1720 MST

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

Finding(s)

1. IGNITION SYSTEM - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2237 12/08/87 BENSON,AZ A/C Reg. No. N234ZN Time (Lcl) - 1335 MST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
		DESTROYED						
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	0	0	0	0
Accident Occurred During	-MANEUVERING			0	0	0	0	0

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

Make/Model	- CESSNA A152	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	TUCSON,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAS CRUCES,NM	Runway Ident - N/A
Wind Dir/Speed- 070/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - VFR	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 - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 113	Last 24 Hrs - 7
SE LAND	Months Since - 2	Make/Model- 75	Last 30 Days- 31
GLIDER	Aircraft Type - A152	Instrument- 17	Last 90 Days- 62

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABT 20 MIN AFTER TKOF, THE ACFT CRASHED IN VMC CONDS, APRX 26 MI ALONG THE ROUTE FM TUCSON TO LAS CRUCES. INITIAL IMPACT OCCURRED WITH THE L WING HITTING THE TOP OF A YUCCA PLANT AS THE ACFT WAS IN A SLGT NOSE DOWN, L WING LOW ATTITUDE. JUST BYD THIS POINT, THE ACFT CONTACTED THE GND & SKIDDED ABT 90' BFR HITTING A SCRUB TREE & COMING TO REST WITH EXTSV DMG. THE THROTTLE WAS FND AT IDLE, MIXTURE AT IDLE-CUTOFF, CARB HEAT WAS OFF & THE FLAPS WERE EXTDD 10 DEG. NO PREIMPACT MECH PRBLM WAS FND. THE ENG RAN NORMALLY DRG AN OPNL CHECK. NO WITNESSES WERE FND. A CAMERA WAS FND WITH FILM EXPOSED ON A PREV FLT. AFTER DVLPMNT, IT HAD IN-FLT PHOTOS OF A TRUCK & A TRAIN TAKEN NR GND LVL. THE TRAIN WAS IDENTIFIED. ITS CREW RECALLED SEEING AN ACFT MAKING LOW PASSES AT THE TRAIN EARLIER THAT DAY (COINCIDING WITH THE PLT'S PREV FLT). PEOPLE, WHO KNEW THE PLT, SAID HE SPOKE OF "DIVE BOMBING" SEMI-TRUCKS & TRAINS, FLYING UNDER PHONE LINES, LNDG AFTER INTENTIONAL FUEL EXHAUSTION & MAKING A LNDG IN THE DESERT. ACDNT SITE WAS NR A RAILROAD, INTERSTATE HIWAY & MOVIE SET (OLD TUCSON).

Brief of Accident (Continued)

File No. - 2237

12/08/87

BENSON,AZ

A/C Reg. No. N234ZN

Time (Lcl) - 1335 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION
5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

-----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. - 2243 1/18/87 LEMON COVE, CA A/C Reg. No. N1107N Time (Lcl) - 0700 PST

-----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 - 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 - 375 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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
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
HELICOPTER

Age - 41
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - 369D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 585 Last 24 Hrs - 3
Make/Model- UNK/NR Last 30 Days- 7
Instrument- UNK/NR Last 90 Days- 11
Multi-Eng - UNK/NR Rotorcraft - 474

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHILE AT 100 TO 150 FT AGL ON AN APCH TO LAND, THE ENG LOST PWR AS THOUGH IT HAD FLAMED OUT. HE ENTERED AN AUTOROTATION, BUT WAS UNABLE TO REACH THE HELIPAD. SUBSEQUENTLY, THE HELICOPTER LANDED IN TREES & WAS BADLY DMGD. DRG THE INVESTIGATION, THE ENG WAS REMOVED FM THE AIRFRAME & OPERATIONALLY CHECKED, BUT NO REASON WAS FOUND FOR THE PWR LOSS. DISASSEMBLY OF THE ENG REVEALED SVRL DISCREPANCIES, BUT NONE OF WHICH WOULD HAVE SINGULARLY RESULTED IN A FLAME-OUT. AN EXAM OF THE ENG'S INTERNAL COMBUSTION LINER REVEALED AN OVERTEMP BLISTER, CRACKS ON THE FLANGE & NON-APPROVED WELDS; A REQD MOD OF THE LINER WASN'T COMPLETED. THE IGNITER & FUEL NOZZLE MOUNTING PAD ON THE OUTER COMBUSTION LINER WAS SLIGHTLY DISPLACED (.009" FM PERPENDICULAR), RESULTING IN A SLIGHT DISPLACEMENT OF THE FLAME PATTERN INSIDE THE INNER LINER. THE #1 PWR TURBINE NOZZLE WAS BURNED, CRACKED & ERODED. THERE WAS EVIDENCE THE ENG HAD EXPERIENCED 1 OR MORE OVERTEMP CONDS, POSSIBLY FM HOT STARTS, HI PWR LVLS OR LACK OF COOLING BFR ENG SHUTDOWNS.

Brief of Accident (Continued)

File No. - 2243

1/18/87

LEMON COVE, CA

A/C Reg. No. N1107N

Time (Lcl) - 0700 PST

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

Finding(s)
1. TURBOSHAFT ENGINE - PREVIOUS DAMAGE
2. MAINTENANCE - IMPROPER -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. AUTOROTATION

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

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

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

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

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. - 2395 2/01/87 GUALALA, CA A/C Reg. No. N75178 Time (Lcl) - 1200 PST

-----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 0	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

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

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

Pilot-In-Command	Age - 61	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 465
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT, FLYING HIS OWN ACFT, TOOK OFF UNDER VFR CONDITIONS FOR AN INTENDED 45 MIN SOLO CROSS COUNTRY FLT. THE PLT ENCOUNTERED DETERIORATING WX & ATTEMPTED TO RETURN TO THE DEPARTURE AIRPORT. A WITNESS OBSERVED THE AIRCRAFT ENTER CLOUDS, TURN LEFT & COLLIDE WITH TREES ON UPSLOPING MOUNTAINOUS TERRAIN. THE STUDENT PLT'S CERTIFICATE WAS NOT ENDORSED FOR SOLO OR SOLO CROSS COUNTRY FLYING.

Brief of Accident (Continued)

File No. - 2395

2/01/87

GUALALA, CA

A/C Reg. No. N75178

Time (Lcl) - 1200 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
 4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
 5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2397 2/23/87 ANZA,CA A/C Reg. No. N59AB Time (Lcl) - 1442 PST

-----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 3	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - BEECH F33A	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	AGUANGA,CA	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	MEXICALI,MX	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .750 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1967
SE LAND	Months Since - 6	Make/Model- 60
	Aircraft Type - F33A	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 NON-INSTRUMENT RATED PLT & 3 PAX PLANNED A PLEASURE FLT TO MX. THE WEATHER WAS BELOW VFR MINIMUMS HOWEVER THE PLT ELECTED TO ATTEMPT THE FLT. SEVERAL MINUTES AFTER DEPARTURE THE ACFT WAS OBSERVED TO ENTER AN AREA WHERE IT WAS SNOWING, THE CLOUD BASE WAS ESTIMATED AT 200 FEET AGL, & THE VISIBILITY VARIED FROM 50 FT TO 1 MILE. A WITNESS OBSERVED AN ACFT FLYING BELOW THE CLOUDS IN A STEEP LEFT BANK. THE ACFT SUDDENLY ROLLED RIGHT, PITCHED UPWARDS (ABT 30 DEGREES) AND FLEW INTO THE CLOUDS. ANOTHER WITNESS, LOCATED IN HIS HOUSE ABT 150 FT SOUTH OF THE ACC SITE, HEARD A SOUND LIKE AN ACFT ENG IN A POWER DIVE. HE THEN HEARD A LOUD DULL THUD AND LOOKED OUTSIDE AND SAW THE ACFT IN HIS APPLE ORCHARD. EXAM OF THE ACFT & ENG DID NOT REVEAL ANY PREIMPACT FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2397

2/23/87

ANZA,CA

A/C Reg. No. N59AB

Time (Lcl) - 1442 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - SNOW
4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND

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

9. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2313 2/28/87 CHINO, CA A/C Reg. No. N4498C Time (Lcl) - 1000 PST

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

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

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

Make/Model - CESSNA 190	Eng Make/Model - JACOBS R-755-A2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point LA VERNE, CA	
Method - N/A	Destination SAME AS ACC/INC	Airport Data
Completeness - N/A		CHINO
Basic Weather - VMC	ATC/Airspace	Runway Ident - 26
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Lth/Wid - 3858/ 150
Visibility - 4.000 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - 20000 FT BROKEN		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1791
SE LAND	Months Since - 5	Make/Model- 875
	Aircraft Type - C-190	Instrument- 183
		Last 24 Hrs - 1
		Last 30 Days- 15
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO TAKEOFF THE PILOT OBSERVED AN ASYMMETRICAL DEFLECTION OF THE RUDDER/BRAKE PEDALS. UPON LANDING HE EXECUTED A RIGHT TURN TO DEPART THE RUNWAY. THE PILOT STATED THAT HE WAS UNABLE TO STOP THE RIGHT TURN AND THE AIRCRAFT GROUND LOOPED DAMAGING THE LEFT WING AND LANDING GEAR. THE PLT STATED AFTER THE ACC THAT THE LEFT BRAKE, PART #0341005-65, WAS WORN BEYOND ALLOWABLE TOLERANCES AS DETERMINED BY A RECENT MAINTENANCE OVERHAUL. THE PLT HAD NOTICED, PRIOR TO THE LAST TAKEOFF, THAT THE LEFT BRAKE PEDAL WAS DEFLECTED INWARD 1 1/2 INCHES FARTHER THAN THE RT BRAKE PEDAL. THE PLT HAD TRIED TO STOP THE GROUNDLOOP WITH THE LEFT BRAKE BUT WAS NOT SUCCESSFUL.

Brief of Accident (Continued)

File No. - 2313

2/28/87

CHINO, CA

A/C Reg. No. N4498C

Time (Lc1) - 1000 PST

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
 3. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
-

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

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2209 3/06/87 LEBEC, CA A/C Reg. No. N8713V Time (Lcl) - 1515 PST

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

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

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

Make/Model	- BELLANCA 7KCAB	Eng Make/Model	- LYCOMING AEIO-320-E2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed - CALM</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">CARLSBAD, CA</p> <p>Destination</p> <p style="padding-left: 20px;">TRUCKEE, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, ATP</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p> <p style="padding-left: 20px;">GLIDER</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - CE-500</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2813</p> <p>Make/Model - 435</p> <p>Instrument - 338</p> <p>Multi-Eng - 853</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days - 2</p> <p>Last 90 Days - 4</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO THE FLT, THE PLT RCVD 2 WX BRIEFINGS & WAS ADZD OF LOW CEILINGS, RESTRICTED VISIBILITIES & MTN OBSCUREMENT ALONG THE ROUTE. ALSO, HE WAS ADZD THAT VFR FLT WAS NOT RECOMMENDED. THE SURVIVING PAX SAID THAT AFTER ENTERING THE MTN AREA, THEY CONTD "IN AND OUT OF CLOUDS" & THAT THE PLT "HAD TO CLIMB STRAIGHT UP INTO THE CLOUDS . . . THEN IT (THE ACFT) STRUCK SOMETHING." THREE HIGHWAY PATROL OFFICERS SAW THE ACFT FLYING JUST BENEATH CLOUDS WHICH THEY ESTD WERE ABOUT 100 FT AGL. THE OFFICERS RPRTD THE ACFT CIRCLED TWICE, THEN PROCEEDED ALONG THE HIGHWAY & DISAPPEARED IN A CLOUD BANK. A SHORT TIME LATER, THE ACFT CRASHED ON STEEPLY RISING, MOUNTAINOUS TERRAIN. INITIAL IMPACT WAS WITH A TREETOP LOCATED IN A RAVINE. BOTH OCCUPANTS WERE WEARING HEAVY SKI CLOTHING. AFTER A TIME, THE REAR SEAT OCCUPANT REGAINED CONSCIOUSNESS & TOOK A BLANKET FROM THE BAGGAGE COMPARTMENT. AFTER SPENDING THE NIGHT ON THE MOUNTAIN SIDE, SHE MADE HER WAY TO THE HIGHWAY FOR HELP.

Brief of Accident (Continued)

File No. - 2209

3/06/87

LEBEC, CA

A/C Reg. No. N8713V

Time (Lcl) - 1515 PST

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. WEATHER CONDITION - CLOUDS
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - FOG
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 7. TERRAIN CONDITION - RISING
-

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2399 3/15/87 AVENAL, CA A/C Reg. No. N3143E Time (Lcl) - 1933 PST

-----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	IN FLIGHT	Pass	1	0	0
Accident Occurred During - MANEUVERING			1	0	0

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

Make/Model - CESSNA 182R	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VISALIA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- 360/002 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3500 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 - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 37	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 4500
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 PLT, WITH SUSPENDED COMMERCIAL PRIVILEGES & NO CURRENT MEDICAL CERT, BORROWED HIS PARENTS ACFT. WHILE FLYING ALONG AN INTERSTATE HIGHWAY AT NIGHT, THE ACFT COLLIDED WITH ELECTRICAL TRANSMISSION LINES & CRASHED. INITIAL IMPACT OCCURRED AT ABOUT 115' AGL. THE PLT HAD BEEN DENIED A MEDICAL CERT BECAUSE OF ALCOHOLISM. THE CORONER RPTD HE HAD A BLOOD/ALCOHOL LVL OF 0.25%.

Brief of Accident (Continued)

File No. - 2399

3/15/87

AVENAL, CA

A/C Reg. No. N3143E

Time (Lcl) - 1933 PST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. LIGHT CONDITION - NIGHT
 5. OBJECT - WIRE, TRANSMISSION
 6. PROPER ALTITUDE - 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) 1,2,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2344 3/17/87 JAMESTOWN, CA A/C Reg. No. N5393P Time (Lcl) - 2240 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - 2.000 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 800 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
SACRAMENTO, CA

Destination
COLUMBIA, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 59

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1300 Last 24 Hrs - 1

Make/Model- 95 Last 30 Days- 2

Instrument- 0 Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE NIGHT CROSS COUNTRY FLT, THE ACCIDENT ACFT, IN COMPANY WITH 2 OTHERS, WAS TRYING TO LAND AT THE DEST AIRPORT IN HILLY TERRAIN. AS THE 3 ACFT APPROACHED THE AIRPORT THEY ENCOUNTERED BKN TO OVR CST CONDITIONS OF ABOUT 400 FT AGL AND VIS OF 2 MI IN RAIN. THE FIRST 2 ACFT LANDED SAFELY, BUT THE ACCIDENT ACFT MADE A GO AROUND BECAUSE THE PLT SAID VIA RADIO THAT HE "LOST SIGHT OF THE RWY AFTER ENTERING A CLOUD." ON THE RADIO, THE PLT SAID THAT HE WAS IN THE CLOUDS, FOLLOWED BY A REMARK "THERE'S THE MOON." OVER THE RADIO, THE PLT TOLD THE OTHER PLTS THAT HE WAS GOING TO A NEARBY AIRPORT TO WAIT FOR BETTER WX. GND WITNESS HEARD THE ACFT CIRCLING SEVERAL TIMES IN THE VICINITY OF THE ACCIDENT SITE BEFORE HEARING SOUNDS OF IMPACT. EXAM OF THE SITE REVEALED THAT THE ACFT STRUCK A LARGE PINE TREE NEAR THE TOP WITH ITS RIGHT WING. THE ACFT COLLIDED WITH THE GROUND IN A STEEP INVERTED NOSE DOWN ATTITUDE. THE EXTENDED WRECKAGE BEARING WAS ALIGNED WITH THE DEST AIRPORT, WHICH WAS 8 MI AWAY.

Brief of Accident (Continued)

File No. - 2344

3/17/87

JAMESTOWN, CA

A/C Reg. No. N5393P

Time (Lcl) - 2240 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - RAIN
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. LIGHT CONDITION - NIGHT
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
9. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

11. OBJECT - TREE(S)
12. WING - LOSS, PARTIAL

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

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2331 3/23/87 ANZA, CA A/C Reg. No. N2439T Time (Lcl) - 0900 PST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 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	HEMET, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/010 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 - 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, MILITARY	Current - YES	Total - 1397
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - C-141B	Make/Model - 2
		Last 30 Days - 53
		Instrument - 101
		Last 90 Days - 143
		Multi-Eng - 1365

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL SIGHT SEEING FLT. THE PLT ENTERED A RIVER VALLEY IN MOUNTAINOUS TERRAIN AT ABOUT 1,000 FT AGL. AFTER ABOUT 5 MILES, THE PLT DECIDED TO EXIT THE NARROWING VALLEY WITH A CLIMBING RIGHT TURN OVER A RIDGE LINE. ABOUT 2/3 OF THE WAY UP THE SLOPE, THE PLT REALIZED THAT THE ACFT MIGHT NOT MAKE THE TOP OF THE RIDGE LINE AND THERE WAS INSUFFICIENT ALTITUDE OR AIRSPEED TO ATTEMPT TO TURN AWAY FROM THE RAPIDLY RISING SLOPE SAFELY SO HE ELECTED TO MAKE A CONTROLLED LANDING AT NEAR STALL SPEED. THE ACFT CONTACTED THE MOUNTAIN SIDE ABOUT 300 FT BELOW THE TOP OF THE RIDGE LINE. THE PLT IS AN ACTIVE DUTY MILITARY PLT ASSIGNED TO FLY LOCKHEED C-141B TRANSPORTS AND ALL HIS FLT TIME IS IN HIGH PERFORMANCE JETS EXCEPT FOR ABOUT 32 HOURS OF GENERAL AVIATION FLT EXPERIENCE OBTAINED 2 YEARS PRIOR TO THE ACCIDENT. THE PLT SAID THAT HE OVERESTIMATED THE PERFORMANCE OF THE ACFT AND HAD NO PRIOR EXPERIENCE IN SINGLE ENGINE PROP MOUNTAIN FLYING.

Brief of Accident (Continued)

File No. - 2331

3/23/87

ANZA, CA

A/C Reg. No. N2439T

Time (Lcl) - 0900 PST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
3. CLIMB - MISJUDGED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2312 3/28/87 AGUA DULCE, CA A/C Reg. No. N223H Time (Lcl) - 1450 PST

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

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

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

Make/Model	- CESSNA 310	Eng Make/Model	- CONTINENTAL O-470B	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	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	VAN NUYS, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	AGUA DULCE AIRPARK
Wind Dir/Speed	- 200/025 KTS	ATC/Airspace	Runway Ident
Visibility	- 100.0 SM	Type of Flight Plan	- 22
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	- NONE	Type Apch/Lndg	- 4600/ 50
Obstructions to Vision	- NONE		Runway Surface
Precipitation	- NONE		- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

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

Pilot-In-Command	Age - 67	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 2245	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 7	Make/Model - 45	Last 30 Days - UNK/NR
	Aircraft Type - C-310	Instrument - 0	Last 90 Days - UNK/NR
		Multi-Eng - 45	

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-MULTIENGINE RATED PILOT ATTEMPTED TO LAND HIS MULTIENGINE AIRPLANE ON A 4600 FOOT RUNWAY. THE AIRCRAFT TOUCHED DOWN APPROXIMATELY HALF WAY DOWN THE RUNWAY AND SLID OFF THE DEPARTURE END. THE AIRCRAFT IMPACTED TREES AFTER DEPARTING THE RUNWAY.

Brief of Accident (Continued)

File No. - 2312

3/28/87

AGUA DULCE, CA

A/C Reg. No. N223H

Time (Lcl) - 1450 PST

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. IMPROPER USE OF EQUIPMENT/AIRCRAFT, IMPROPER TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

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

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. - 2270 5/25/87 LOS GATOS,CA A/C Reg. No. N114CH Time (Lcl) - 1629 PDT

-----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

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

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

Make/Model - ROCKWELL 114
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3140
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 225/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CARLSBAD,CA
Destination
PALO ALTO,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 54

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1100	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DRG A PREFLT WX BRIEFING, THE PLT WAS ADZD THE FORECAST FOR OAKLAND (19 MI NNW OF HIS DESTN) WAS FOR A 3000' BROKEN CEILING WITH OCCASIONAL 3000' SCATTERED, 5000' BROKEN & A CHANCE OF LIGHT RAIN SHOWERS. HE FILED A VFR FLT PLAN & DEPD. AT 1347 PDT, THE PLT OPENED HIS FLT PLAN & PROCEEDED WITHOUT FURTHER COMMUNICATION UNTIL HE WAS ABOUT 45 MI SE OF HIS DESTN. AT 1615 PDT, HE CONTACTED BAY TRACON & ASKED FOR & RCVD TRAFFIC ADZYS. ABOUT 12 TO 14 MIN LATER, RADIO & RADAR CONTACT WERE LOST. THE ACFT CRASHED ABOUT 22 MI FROM THE DESTN WHEN IT IMPACTED JUST BELOW THE TOP OF A MTN PEAK AT AN ELEV OF APRX 3350'. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. PSNL IN THE VCNTY OF THE ACDNT SITE SAID THERE WAS FOG WITH A VISIBILITY OF 50' TO 100'. THE CLOUD BASES IN THAT AREA WERE ESTIMATED TO BE ABOUT 800' BELOW THE ACDNT SITE. SVRL PEOPLE, WHO KNEW THE NON-INSTRUMENT RATED PLT, SAID HE OFTEN FLEW IN CLOUDS.

Brief of Accident (Continued)

File No. - 2270

5/25/87

LOS GATOS, CA

A/C Reg. No. N114CH

Time (Lcl) - 1629 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. WEATHER CONDITION - CLOUDS
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - FOG
 5. WEATHER CONDITION - OBSCURATION
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 7. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2207 6/06/87 RANCHO CALIF,CA A/C Reg. No. N86789 Time (Lcl) - 1700 PDT

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

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

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

Make/Model - BELLANCA 14-13-2	Eng Make/Model - FRANKLIN 6A4-150-B3	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PERRIS,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TEMECULA,CA	RANCHO CALIFORNIA
Wind Dir/Speed- 013 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3023/ 60
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 348
SE LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - AA-1C	Make/Model- UNK/NR
		Last 30 Days- 4
		Instrument- UNK/NR
		Last 90 Days- 10
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING DUE TO DETERIORATING WX ALONG HIS ROUTE OF FLT. HE STATED THAT THERE WAS A X-WIND FROM THE LEFT WHEN HE LANDED ON RWY 30. DRG THE LANDING, THE ACFT DRIFTED OFF THE RWY & ONE OF THE MAIN LANDING GEAR MIRED IN SOFT SOIL. THE ACFT THEN GROUND LOOPED & NOSED OVER. AN FAA INSPECTOR RPRTD THERE WAS A QUARTERING TAIL WIND. APRX 31 MI NW AT RIVERSIDE, CA, THE 1655 WIND WAS FROM 290 DEG AT 13 KTS.

Brief of Accident (Continued)

File No. - 2207

6/06/87

RANCHO CALIF,CA

A/C Reg. No. N86789

Time (Lc1) - 1700 PDT

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

Finding(s)

1. FLIGHT TO ALTERNATE DESTINATION - PERFORMED -
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2206

6/16/87

KERNVILLE, CA

A/C Reg. No. N2477C

Time (Lcl) - 1000 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-D
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- 270/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KERNVILLE, CA
Destination
BAKERSFIELD, CA

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

KENNEDY MEADOWS
Runway Ident - 30
Runway Lth/Wid - 2400 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	371	Last 24 Hrs - 2
Make/Model-	46	Last 30 Days- 46
Instrument-	4	Last 90 Days- 46

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT HE MADE A PRECAUTIONARY LANDING ON A REMOTE AIRSTRIP AFTER DETECTING SMOKE & AN ODOR OF BURNT OIL COMING FROM THE ENG COMPARTMENT. AFTER LANDING, HE DETERMINED THE SOURCE OF THE ODOR WAS SPILLED OIL ON THE EXHAUST & HE ELECTED TO TAKEOFF AGAIN. AFTER HE RAISED THE TAIL DRG THE TAKEOFF GROUND RUN, THE ACFT VEERED TO THE RIGHT. SUBSEQUENTLY, IT WENT THRU BRUSH, ENCTRD UNEVEN TERRAIN & NOSED OVER. NO PRE-ACDNT MECHANICAL MALFUNCTION OR FAILURE WAS RPRTD.

Brief of Accident (Continued)

File No. - 2206

6/16/87

KERNVILLE, CA

A/C Reg. No. N2477C

Time (Lcl) - 1000 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
 4. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

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

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

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. - 2239

6/29/87

PACOIMA, CA

A/C Reg. No. N24233

Time (Lcl) - 1700 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 190/010 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
BURBANK, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WHITEMAN AIRPARK
Runway Ident - 12
Runway Lth/Wid - 3725/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 26

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	25	Last 24 Hrs - 1
Make/Model-	25	Last 30 Days- UNK/NR
Instrument-	2	Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPRTD THAT HE ENTERED THE TRAFFIC PATTERN TO PRACTICE TAKEOFFS & LANDINGS. HE SAID THAT DRG HIS 1ST APCH, HE RELAXED PRESSURE ON THE LEFT RUDDER PEDAL & THE ACFT BEGAN TO YAW. HE THEN PULLED AFT ON THE YOKE TO AVOID TOUCHING DOWN SIDEWAYS & THE ACFT BALLOONED. THE STUDENT APPLIED POWER TO GO AROUND. HOWEVER, THE STALL WARNING SOUNDED & THE ACFT SETTLED, TOUCHED DOWN HARD & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2239

6/29/87

PACOIMA, CA

A/C Reg. No. N24233

Time (Lcl) - 1700 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2205

7/07/87

HAWTHORNE, CA

A/C Reg. No. N1466U

Time (Lc1) - 1900 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	-APPROACH				
		Crew	0	0	0
		Pass	0	0	0
					1
					1

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/009 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

Airport Proximity
ON AIRPORT

Airport Data
HAWTHORNE

Runway Ident - 25
Runway Lth/Wid - 4956/ 100
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

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

Age - 27

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	-	91	Last 24 Hrs - 1
Make/Model-	87	Last 30 Days-	1
Instrument-	4	Last 90 Days-	6
Multi-Eng -	4		

Instrument Rating(s) - NONE

-----Narrative-----

DRG AN APCH TO RWY 25, THE ACFT COLLIDED WITH THE OMNI DIRECTIONAL APCH LIGHTING SYSTEM (ODALS). THE PLT INDCD THAT SHE ENCTR'D A DOWNDRAFT ON SHORT FINAL & APPLIED FULL POWER; HOWEVER, THE ACFT CONTD TO DSCND & STRUCK ONE OF THE ODALS LIGHT COVER LENSES WITH A WING STRUT. AFTER HITTING THE ODALS, THE ACFT CONTD TO FLY & WAS LANDED ON RWY 25. NO PREIMPACT MECHANICAL FAILURES OR MALFUNCTIONS WERE RPRTD. TOWER PERSONNEL RPRTD THE WIND WAS FROM 280 AT 9 KTS.

Brief of Accident (Continued)

File No. - 2205

7/07/87

HAWTHORNE, CA

A/C Reg. No. N1466U

Time (Lcl) - 1900 PDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - DOWNDRAFT
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2238 7/10/87 RIVERSIDE, CA A/C Reg. No. N99CP Time (Lcl) - 1915 PDT

-----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	1

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

Fire
NONE

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

Make/Model - BEECH D18S
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10200
No. of Seats - 7

Eng Make/Model - P&W R-985-14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LONG BEACH, CA
Destination
BANNING, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - MU-2

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 9300 Last 24 Hrs - 1
Make/Model- 158 Last 30 Days- UNK/NR
Instrument- 129 Last 90 Days- 15
Multi-Eng - 4117

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD NOT BEEN FLOWN FOR SVRL YEARS & WAS ON A FLT TO FERRY IT TO ANOTHER LOCATION. WHILE CRUISING AT 7500', THE PLT DECIDED TO START USING AUX FUEL. SHORTLY AFTER MOVING THE FUEL SELECTORS TO THE AUX PSN, BOTH ENGS LOST POWER & WOULD NOT RESTART. THE PLT LANDED ON A ROAD, BUT THE WINGS STRUCK POSTS/MAILBOXES & THEN THE ACFT HIT A DIRT BANK. FUEL SAMPLES WERE TAKEN & A VISUAL EXAM REVEALED OBVIOUS CONTAMINATION & DISCOLORATION. THE ACFT HAD BEEN GIVEN AN ANNUAL INSPN JUST BEFORE THE FLT.

Brief of Accident (Continued)

File No. - 2238

7/10/87

RIVERSIDE,CA

A/C Reg. No. N99CP

Time (Lcl) - 1915 PDT

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

Finding(s)

1. 2 ENGINES -
2. FLUID,FUEL - CONTAMINATION
3. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2233 7/18/87 PERRIS,CA A/C Reg. No. N125FD Time (Lcl) - 1244 PDT

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

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

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

Make/Model - BRASOV IS-28B2	Eng Make/Model - N/A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 727	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PERRIS VALLEY
Wind Dir/Speed- 330/008 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 7083
SE LAND	Months Since - 1	Make/Model- 2
HELICOPTER ,GLIDER	Aircraft Type - IS-28B2	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 22
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE TOW PLT RPRTD THAT DRG TAKEOFF, HE FELT THE GLIDER RELEASE AT ABOUT 200' AGL. THE PURPOSE OF THE RELEASE WAS TO PRACTICE A ROPE BREAK. AFTER BEING RELEASED, THE GLIDER MANEUVERED BACK TOWARD THE ARPT, BUT IT HIT A TREE & A POWER LINE BEFORE REACHING THE PLANNED LANDING AREA & CRASHED. THE INSTRUCTOR HAD ONLY 2.4 HRS OF FLT TIME IN THIS MAKE & MODEL.

Brief of Accident (Continued)

File No. - 2233

7/18/87

PERRIS,CA

A/C Reg. No. N125FD

Time (Lcl) - 1244 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND(CFI)
 2. GLIDER TOW RELEASE - INTENTIONAL - PILOT IN COMMAND(CFI)
 3. EMERGENCY PROCEDURE - SIMULATED -
 4. OBJECT - TREE(S)
 5. OBJECT - WIRE,TRANSMISSION
 6. CLEARANCE - NOT MAINTAINED -
 7. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
-

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

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

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

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. - 2343 7/18/87 UPPER LAKE, CA A/C Reg. No. N97061 Time (Lcl) - 1436 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 280/007 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PETALUMA, CA
Destination
UPPER LAKE, CA

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

GRAVELLY VALLEY AIRPORT
Runway Ident - 01
Runway Lth/Wid - 4050/ 200
Runway Surface - GRAVEL
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 320 Last 24 Hrs - 2
Make/Model- 58 Last 30 Days- 4
Instrument- 82 Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 182Q STRUCK A DITCH ON THE LEFT SHOULDER OF RUNWAY 01 DURING A GO-AROUND. THE PLT INDICATED THAT HE PLANNED TO LAND ON RWY 01 BECAUSE OF PUBLISHED INSTRUCTIONS TO LAND ON RWY 01 AND TO TAKEOFF ON RWY 19. THE PLT MADE A GO-AROUND ON HIS 1ST APRCH AND ON HIS 2ND APRCH DURING THE LANDING ROLL THE AIRPLANE VEERED LEFT. THE PLT ELECTED TO GO-AROUND AS THE AIRCRAFT APPROACHED THE RUNWAY'S LEFT SHOULDER. THE NOSE GEAR THEN STRUCK A DITCH AND COLLAPSED. AFTER THE ACCIDENT, THE PLT NOTICED THAT THE WIND SOCKS AT EACH END OF THE 4,050 FT LONG BY 200 FT WIDE GRAVEL STRIP WERE INDICATING TWO DIFFERENT DIRECTIONS. THE WIND SOCK AT THE APPROACH END OF RWY 01 WAS INDICATING A TAILWIND. THE PLT STATED THAT HE TALKED TO SEVERAL HANG GLIDER PLTS WHO WERE OPERATING IN THE AREA AND THEY INDICATED THAT THE WINDS WERE SHIFTING THROUGHOUT THE DAY AND THAT THERE WERE NUMEROUS "THERMALS." THE PURPOSE OF THE FLT WAS TO CONDUCT CAP MISSION TRAINING.

Brief of Accident (Continued)

File No. - 2343

7/18/87

UPPER LAKE, CA

A/C Reg. No. N97061

Time (Lcl) - 1436 PDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
 4. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
-

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

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) 2,4

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. - 2290 7/19/87 HAYWARD, CA A/C Reg. No. N8K Time (Lcl) - 1700 PST

----Basic Information----

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

----Aircraft Information----

Make/Model - TEMCO TT-1	Eng Make/Model - GE J-85-17	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - TURBOJET	
No. of Seats - 2	Rated Power - 2900 LBS THRUST	

----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	HAYWARD
Wind Dir/Speed- 300/013 KTS	ATC/Airspace	Runway Ident - 28L
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5156/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 12284
SE LAND, ME LAND, SE SEA	Months Since - 13	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-23	Last 30 Days- UNK/NR
		Last 90 Days- 55
		Make/Model- 245
		Instrument- 104
		Multi-Eng - 4873

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE ON FINAL APPROACH AFTER AN EXTENDED DESCENT AT IDLE, THE ENGINE FLAMED OUT AS THE PILOT ADVANCED THE THROTTLE TO REDUCE THE RATE OF DESCENT. DURING A FORCED LANDING SHORT OF THE AIRPORT, THE AIRCRAFT STRUCK A LIGHT POLE AND TELEPHONE WIRES. AFTER COMING TO REST, THE AIRCRAFT WAS CONSUMED BY GROUND FIRE. DURING AN EXAM OF THE ENGINE, THE DAMAGED FUEL CONTROL UNIT WAS REMOVED FOR TESTING. HOWEVER, NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE AIRCRAFT, ENGINE OR FUEL CONTROL WAS FOUND.

Brief of Accident (Continued)

File No. - 2290

7/19/87

HAYWARD, CA

A/C Reg. No. N8K

Time (Lcl) - 1700 PST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. OBJECT - POLE
3. OBJECT - WIRE, TRANSMISSION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2259 7/24/87 RANCHO CALIF,CA A/C Reg. No. N5144X Time (Lcl) - 1835 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SANTA ANA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RANCHO CALIFORNIA
Wind Dir/Speed- 290/009 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3023/ 60
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 430
SE LAND	Months Since - 16	Make/Model- UNK/NR
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING ON RUNWAY 12, THE PLT LOST CONTROL OF THE CHAMPION 7ECA AND IT COLLIDED WITH THREE OTHER AIRCRAFT. ABOUT 31 MI NORTHWEST AT RIVERSIDE, CA, THE 1755 PDT WIND WAS FROM 290 DEG AT 9 KTS. A WITNESS AT THE AIRPORT ESTIMATED THE WIND WAS FROM 270 DEG AT 25 KNOTS. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE AIRCRAFT WAS REPORTED.

Brief of Accident (Continued)

File No. - 2259

7/24/87

RANCHO CALIF,CA

A/C Reg. No. N5144X

Time (Lcl) - 1835 PDT

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

Finding(s)

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

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

Finding(s)

5. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2278 7/24/87 BERMUDA DUNES,CA A/C Reg. No. N44RM Time (Lcl) - 1859 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 320B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-470-B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 180/004 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SANTA MONICA,CA

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

BERMUDA DUNES

Runway Ident - 29

Runway Lth/Wid - 4030/ 60

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - UNK/NR

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 69

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2510 Last 24 Hrs - 1

Make/Model- 909 Last 30 Days- 1

Instrument- 400 Last 90 Days- 12

Multi-Eng - 1360

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A LANDING, THE LEFT MAIN GEAR HIT A RAISED LIP AT THE APCH END OF THE RWY & FAILED. THE PLT HELD THE LEFT WING OFF THE RWY BY USING AILERON UNTIL THE ACFT SLOWED, THEN THE ACFT DRIFTED OFF THE LEFT SIDE. THE RWY LIP HAD BEEN CREATED BY CONSTRUCTION ON THE OVERRUN. A NOTAM HAD BEEN PUBLISHED CONCERNING THE CONSTRUCTION; HOWEVER, NO RECORD WAS FOUND TO INDICATE THE PLT HAD RECEIVED A WX BRIEFING OR HAD CHECKED THE NOTAMS.

Brief of Accident (Continued)

File No. - 2278

7/24/87

BERMUDA DUNES, CA

A/C Reg. No. N44RM

Time (Lc1) - 1859 PDT

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

Finding(s)

1. NOTAMS - NOT OBTAINED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 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. - 2258 7/31/87 SELMA, CA A/C Reg. No. N1017K Time (Lc1) - 0900 PDT

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

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

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

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	SELMA
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	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 - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 56
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 42
		Last 30 Days- 8
		Instrument- 0
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

A LUSCOMBE 8A COLLIDED WITH TWO PARKED AIRPLANES AFTER A HAND PROPPED START. THE STUDENT PILOT STARTED THE AIRCRAFT ENGINE WITHOUT THE BRAKES SET, WITH NO CHOCKS, AND WITH NO ONE IN THE COCKPIT. ONCE THE ENGINE STARTED, THE AIRCRAFT SUBSEQUENTLY COLLIDED WITH A CESSNA 150 AND A CESSNA 172. THE STUDENT PILOT HAD NO FLIGHT INSTRUCTION SINCE 1972. HE WAS LAST ENDORSED FOR SOLO FLIGHT IN A LUSCOMBE 8A ON 6/20/70 AND HAD NO ENDORSEMENT ON HIS STUDENT PILOT CERTIFICATE.

Brief of Accident (Continued)

File No. - 2258

7/31/87

SELMA, CA

A/C Reg. No. N1017K

Time (Lcl) - 0900 PDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2396

8/01/87

OAKDALE, CA

A/C Reg. No. N2098B

Time (Lcl) - 0015 PDT

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

Fire
NONE

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

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1400
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point
COLUMBIA, CA
Destination
HAYWARD, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 49

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	2100	Last 24 Hrs - UNK/NR
Make/Model-	2100	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & HIS PLT-RATED WIFE (FLYING IN THEIR LUSCOMBE) & ANOTHER COUPLE (IN A RENTED MOONEY) HAD DINNER & DRANK WINE. BY ABOUT 0015 THE COUPLES HAD TAKEN OFF IN THEIR RESPECTIVE ACFT FOR A RETURN FLT HOME AND THEY HAD EACH OTHER IN SIGHT. THE COUPLE IN THE MOONEY STATED THAT WHILE CRUISING AT 6,500 FEET MSL (& ON A FEDERAL AIRWAY) THE PLT IN THE LUSCOMBE TRANSMITTED "I'LL SHOW YOU SOMETHING. I'M GOING TO DO A VERTICAL 360. WATCH THIS." THE MOONEY PLT OBSERVED THE LUSCOMBE DESCEND SLIGHTLY & THEN COMMENCE A CLIMB. THEREAFTER, CONTACT WAS LOST. THE LUSCOMBE WRECKAGE WAS SUBSEQUENTLY FOUND IN NUMEROUS PIECES DISTRIBUTED OVER 3/4-MI. EXAM OF THE ACFT STRUCTURE INCLUDING WING SPARS REVEALED SEVERE CORROSION. NO EVIDENCE OF THE ACFT HAVING A CURRENT ANNUAL INSPECTION WAS FOUND. TOXICOLOGICAL TESTS REVEALED ETHANOL LEVELS OF .02 PERCENT AND .08 PERCENT FOR THE PLT AND HIS WIFE RESPECTIVELY.

Brief of Accident (Continued)

File No. - 2396

8/01/87

OAKDALE,CA

A/C Reg. No. N2098B

Time (Lcl) - 0015 PDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

4. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
 5. MAINTENANCE,COMPLIANCE WITH AD - NOT PERFORMED - PILOT IN COMMAND
 6. STABILIZER - FAILURE,TOTAL
 7. WING,SPAR - FAILURE,TOTAL
 8. WING,SPAR - CORRODED
 9. WING,WING ATTACHMENT FITTING - OVERLOAD
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6,7,8,9

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

Brief of Accident

File No. - 2253 8/04/87 EL MONTE, CA A/C Reg. No. N477BL Time (Lcl) - 1033 PDT

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

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

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TSIO-360-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	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	EL MONTE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EL MONTE
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3995/ 75
Lowest Sky/Clouds - PART OBS	Type of Clearance - VFR	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - VOR/TVOR	Runway Status - DRY
Obstructions to Vision- HAZE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1020
SE LAND, ME LAND	Months Since - 2	Make/Model- 44
	Aircraft Type - PA-34	Instrument- 101
		Multi-Eng - 45
		Last 24 Hrs - 3
		Last 30 Days- 71
		Last 90 Days- 254

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN INSTRUCTOR (CFI) WAS GIVING AN AIRLINE TRANSPORT PLT (ATP) A CHECK-OUT IN THE PA-34. THE ATP CHECKED THE FUEL QUANTITY & QUESTIONED THE CFI ABOUT THE LVL IN THE LEFT TANK. THE CFI ACKNOWLEDGED THAT THE FUEL TANK WAS NOT FULL. THE ATP STATED THE FUEL GAUGES INDCD 30 GAL IN THE LEFT TANK & 25 GAL IN THE RGT TANK. DRG THE FLT, THE CFI SHUT DOWN THE LEFT ENG BY PSNG THE LEFT FUEL SELECTOR TO OFF & MOVING THE RGT FUEL SELECTOR TO THE X-FEED PSN. AS THE FLT CONTD (ON A VOR APCH), THE RGT ENG LOST PWR. BOTH FUEL SELECTORS WERE PSND TO ON, BUT NEITHER ENG RESTARTED. SUBSEQUENTLY, THE ACFT LANDED ABOUT 1/2 MI SHORT OF THE RWY, HIT A FENCE & WAS DAMAGED. AN EXAM REVEALED THERE WAS ABOUT 1.5 GAL OF FUEL REMAINING IN THE LEFT TANK & APRX 42 GAL IN THE RGT TANK. FAA PSNL RPRTD THE PLT LACKED KNOWLEDGE OF EMERG PROCEDURES CONTAINED IN THE PLT OPERG HANDBOOK.

Brief of Accident (Continued)

File No. - 2253

8/04/87

EL MONTE,CA

A/C Reg. No. N477BL

Time (Lcl) - 1033 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. 2 ENGINES -
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
3. FUEL SYSTEM,SELECTOR VALVE - SWITCHED OFF
4. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
5. FLUID,FUEL - STARVATION
6. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)
8. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND(CFI)

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

Finding(s)

9. OBJECT - FENCE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2300 8/05/87 TAFT, CA A/C Reg. No. N917B Time (Lcl) - 1515 PDT

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

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

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

Make/Model - BELL 47D-1	Eng Make/Model - FRANKLIN 6V4	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BAKERSFIELD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TAFT, CA	TAFT
Wind Dir/Speed- 320/012 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 - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1913
SE LAND, ME LAND	Months Since - 8	Make/Model- 474
HELICOPTER	Aircraft Type - 47D-1	Instrument- 208
		Multi-Eng - 86
		Last 24 Hrs - UNK/NR
		Last 30 Days- 91
		Last 90 Days- 169
		Rotorcraft - 474

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THE ENG LOST POWER AT ABOUT 300' AGL AFTER THE HELICOPTER HAD FLOWN APRX 2.7 HRS WITHOUT REFUELING. HE INITIATED AN AUTOROTATIVE LANDING; HOWEVER, BEFORE TOUCHDOWN, THE MAIN ROTOR BLADES CONTACTED & SEVERED THE TAIL BOOM. AN EXAM REVEALED THE FUEL TANK WAS EMPTY. NO SIGNS OF FUEL LEAKAGE WERE FOUND. THE HELICOPTER HAD BEEN EQUIPPED WITH A 210 HP FRANKLIN ENG IAW A SUPPLEMENTAL TYPE CERTIFICATE. THERE WAS NO FACTORY DATA ON FUEL CONSUMPTION RATES FOR THIS CONFIGURATION. OTHER OPERATORS, WHO OPERATED THIS MAKE & MODEL OF HELICOPTER, ESTIMATED THE FUEL CONSUMPTION WAS APRX 12 GAL/HR. AFTER THE ACNT, THE PLT RPRTD HE MEASURED THE FUEL CAPACITY OF THE HELICOPTER FUEL CELL. HE STATED THE CELL WOULD HOLD ONLY 26.5 GAL OF FUEL, INSTEAD OF "29" AS INDCD BY A STICK-ON MARKER THAT HAD BEEN INSTALLED ON A PREVIOUSLY PAINTED PLACARD.

Brief of Accident (Continued)

File No. - 2300

8/05/87

TAFT, CA

A/C Reg. No. N917B

Time (Lc1) - 1515 PDT

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

Finding(s)

1. MAINTENANCE - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION
-

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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) 2,3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2311

8/11/87

AUBURN, CA

A/C Reg. No. N105DK

Time (Lcl) - 0930 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire - NONE

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

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

Make/Model - BEECH C-45H
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 8625
No. of Seats - 2

Eng Make/Model - P&W R-985-AN14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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 - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
S. LAKE TAHOE, CA
Destination
AUBURN, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

AUBURN MUNI
Runway Ident - 25
Runway Lth/Wid - 3100/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 58

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - BE-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 14567	Last 24 Hrs	- 4
Make/Model-	527	Last 30 Days-	58
Instrument-	2050	Last 90 Days-	178
Multi-Eng	- 12917		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A DITCH AFTER A LOSS OF CONTROL DURING LANDING ROLLOUT. THE PILOT INDICATED THAT DURING THE LANDING ROLL THE AIRCRAFT VEERED LEFT. ATTEMPTED BRAKING ACTION WAS INEFFECTIVE. THE AIRCRAFT HAD A HISTORY OF BRAKE PROBLEMS. THE ACFT HAD BEEN GROUND LOOPED TWICE PREVIOUSLY. MAINTENANCE HAD BEEN PERFORMED ON THE AIRCRAFT BRAKE SYSTEM TWO DAYS PRIOR TO THE FLIGHT. THE BRAKE SYSTEM WAS EXAMINED AND THE LEFT BRAKE WAS DETERMINED TO BE DRAGGING. THE DITCH WAS WITHIN THE RUNWAY SAFETY AREA. THE AIRPORT IS AFFECTED BY A GRANT AGREEMENT WITH THE FEDERAL GOVERNMENT. UNDER THE FEDERAL GRANT AGREEMENTS THE MUNICIPALITY MUST MAINTAIN THE AIRPORT IN ACCORDANCE WITH POLICIES, STANDARDS, AND SPECIFICATIONS FOUND IN ADVISORY CIRCULARS. AC 150/5300-4B STATES THE RUNWAY SAFETY AREA SHOULD BE CAPABLE TO SUPPORTING THE OCCASIONAL PASSAGE OF AIRCRAFT WITHOUT CAUSING MAJOR DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2311

8/11/87

AUBURN, CA

A/C Reg. No. N105DK

Time (Lcl) - 0930 PDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
2. BRAKES(NORMAL) - NOT CORRECTED - COMPANY MAINTENANCE PSNL
3. LANDING GEAR, NORMAL BRAKE SYSTEM - BINDING(MECHANICAL)

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE -

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES, RUNWAY SAFETY AREA - DITCH
6. RUNWAY MAINTENANCE - NOT PERFORMED - AIRPORT PERSONNEL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2215 8/15/87 COVELO, CA

A/C Reg. No. N98782

Time (Lcl) - 1518 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

SUBSTANTIAL

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

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

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

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

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

ELT Installed/Activated - YES/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- 180/022 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
WILLITS, CA
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

ROUND VALLEY
Runway Ident - 10
Runway Lth/Wid - 3670/ 55
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 52

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	560	Last 24 Hrs -	3
Make/Model-	298	Last 30 Days-	33	
Instrument-	69	Last 90 Days-	59	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT WHEN SHE WAS LANDING, THE ACFT BALLOONED, ENTERED A PORPOISE & DRIFTED TO THE LEFT OF THE RWY. SHE APPLIED POWER TO "FLY OUT OF THE SITUATION," BUT THE ACFT PITCHED UP. THE RIGHT SEAT OCCUPANT (PAX) PULLED THE CONTROL YOKE BACK & SIMULTANEOUSLY RETRACTED THE FLAPS AS THE PLT WAS ATTEMPTING TO GO-AROUND. SUBSEQUENTLY, THE ACFT STRUCK A METAL POLE & CAME TO REST WITH SUBSTANTIAL DAMAGE. LATER, THE PLT LEARNED THAT THE ACFT ENCTRD A DUST DEVIL DURING THE LANDING. THE PAX IN THE RIGHT FRONT SEAT HAD A PVT PLT CERTIFICATE, BUT SAID SHE HAD NOT FLOWN AN ACFT IN "MANY YEARS."

Brief of Accident (Continued)

File No. - 2215

8/15/87

COVELO, CA

A/C Reg. No. N98782

Time (Lc1) - 1518 PDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PORPOISE - INADVERTENT - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. CONTROL INTERFERENCE - PERFORMED - PILOT PASSENGER
5. RAISING OF FLAPS - PERFORMED - PILOT PASSENGER
6. PROPER ALIGNMENT - NOT MAINTAINED -

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

Finding(s)

7. OBJECT - POLE

----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) 1,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2391 8/16/87 MADERA, CA A/C Reg. No. N65451 Time (Lcl) - 1214 PDT

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

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

-----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	OFF AIRPORT/STRIP
Method - N/A	FRESNO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SACRAMENTO, CA	PVT STRIP
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2076
SE LAND, ME LAND	Months Since - 19	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 137
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Multi-Eng - 103

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE AIRCRAFT WAS FLOWN FOR 3 HOURS AND 30 MINUTES THE ENGINE FAILED. THE AIRCRAFT ENTERED A FORCED LANDING APPROACH TO AN OPEN FIELD. THE AIRCRAFT LANDED HARD AND NOSED OVER ONTO ITS BACK. GROUND WITNESSES WHO WERE ON SCENE SHORTLY AFTER THE ACCIDENT STATED THAT THERE WAS NO EVIDENCE OF A FUEL SPILL NOR DID THEY DETECT AN ODOR OF FUEL IN THE VICINITY OF THE AIRCRAFT. THE OPERATOR REPORTED THAT HE OBTAINED ONLY 3 QUARTS OF FUEL FROM THE AIRCRAFT'S FUEL SYSTEM AFTER THE ACCIDENT. HE STATED THAT AFTER REPLACING THE PROPELLER AND ADDING FUEL TO THE TANKS THE ENGINE STARTED AND RAN.

Brief of Accident (Continued)

File No. - 2391

8/16/87

MADERA, CA

A/C Reg. No. N65451

Time (Lcl) - 1214 PDT

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

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLARE - IMPROPER - PILOT IN COMMAND

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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2337 8/23/87 LONG BEACH, CA A/C Reg. No. N9144T Time (Lcl) - 0655 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	3

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

Fire
NONE

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

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/008 KTS
Visibility - 16.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAS VEGAS, NV
Destination
TORRANCE, CA

Airport Proximity
ON AIRPORT

Airport Data

LONG BEACH
Runway Ident - 25R
Runway Lth/Wid - 6192/ 200
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 19

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	84	Last 24 Hrs -	4
Make/Model-	13	Last 30 Days-	20	
Instrument-	1	Last 90 Days-	39	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INDICATED THAT 10 MIN FROM HIS DESTINATION HE BECAME CONCERNED THAT THE FUEL GAUGES READ "NEAR ZERO." THE PLT ELECTED TO DIVERT TO ANOTHER APRT, WHICH WAS CLOSED. THE PLT MAINTAINED HIS ALT IN CASE OF POWER LOSS. THE PLT STATED, "I ALSO BECAME GLUED TO THE GAS GAUGES AND THE ENGINE RPM." THE PLT THEN INDICATED THAT HE REALIZED THAT HE WAS ABOUT 2,000 FT TOO HIGH ON FINAL APRCH. HE THEN REDUCED THE THROTTLE AND PLACED THE ACFT IN A SLIP. ACCORDING TO THE PLT THE RATE OF DESCENT AND A/S WERE HIGH AND HE DID NOT LOWER ANY FLAPS. THE ACFT TOUCHED DOWN MIDFIELD ON THE 6,192 FT LONG RWY WITH AN INDICATED A/S OF 126 MPH. THE PLT FURTHER INDICATED THAT HE WAS UNABLE TO GET A ROOM IN LAS VEGAS THE NIGHT PRIOR TO THE FLIGHT AND DID NOT GET ANY SLEEP. HE STATED IN HIS REPORT THAT FATIGUE DUE TO THE LACK OF SLEEP AFFECTED HIS JUDGEMENT AND PERFORMANCE. THE ACFT RAN OFF THE DEPARTURE END OF THE RWY AND COLLIDED WITH A DIRT BANK.

Brief of Accident (Continued)

File No. - 2337

8/23/87

LONG BEACH, CA

A/C Reg. No. N9144T

Time (Lcl) - 0655 PDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - LOW LEVEL
2. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND
4. FATIGUE (LACK OF SLEEP) - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRSPEED (VREF) - EXCESSIVE - PILOT IN COMMAND
6. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
7. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - DIRT BANK
9. OBJECT - FENCE POST

-----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) 1,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2220 8/31/87 HEMET, CA A/C Reg. No. N1189B Time (Lcl) - 0945 PDT

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

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

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

Make/Model - BOYLES STARDUSTER II	Eng Make/Model - LYCOMING D-360	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
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	ERNST
Wind Dir/Speed- 280/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 60
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 24000
SE LAND,ME LAND	Months Since - 3	Make/Model- 825
	Aircraft Type - UNK/NR	Instrument- 5980
		Multi-Eng - 12000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT SHORTLY AFTER TAKEOFF, THE ENG BEGAN TO "CUT OUT." HE MOVED THE FUEL SELECTOR TO THE RESERVE TANK & ACTIVATED THE STANDBY FUEL PUMP, BUT WAS UNABLE TO RESTART THE ENG. SUBSEQUENTLY, THE ACFT WAS DAMAGED AS THE PLT WAS MAKING AN EMERGENCY LANDING IN A DIRT FIELD. THE ENG AND FUEL SYS WERE EXAMINED, BUT NO EVIDENCE OF A PREEXISTING FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2220

8/31/87

HEMET, CA

A/C Reg. No. N1189B

Time (Lc1) - 0945 PDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2328

9/03/87

GORMAN,CA

A/C Reg. No. N224MK

Time (Lcl) - 1407 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F
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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 030/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- SMOKE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA ANA,CA
Destination
PORTERVILLE,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
GLIDER

Age - 30

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - 7KCAB

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	810	Last 24 Hrs -	2
Make/Model-	300	Last 30 Days-	8	
Instrument-	75	Last 90 Days-	35	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 140 NOSED OVER DURING THE LANDING ROLL AFTER A PRECAUTIONARY LANDING TO A PAVED ACCESS ROAD. THE PLT INDICATED THAT THE OIL PRESSURE AND OIL TEMP BEGAN TO DROP FOR UNKNOWN REASONS WHILE IN CRUISE FLT. THE PLT STATED HE WAS UNABLE TO DETERMINE THE WIND DIRECTION AND DECIDED TO LAND TO THE SW ON THE ROAD. ACCORDING TO THE PLT THE ACFT ENCOUNTERED A RIGHT REAR QUARTERING "CROSSWIND" DURING THE LANDING ROLL. THE PLT ESTIMATED THE WINDS TO BE FROM THE NNE AT 10 KTS GUSTING TO 15 KTS. THE ACFT WEATHERVANED INTO THE WIND AND NOSED OVER IN THE SOFT SHOULDER OF THE ACCESS ROAD. THE ACFT WAS EXAMINED AND IT WAS DETERMINED THAT OIL WAS LEAKING BASED ON THE OIL COVERED BELLY OF THE ACFT. THE ENGINE WAS SUBSEQUENTLY EXAMINED AND IT WAS NOTED THAT THERE WAS NO EXTERNAL DAMAGE TO THE ENGINE THAT WOULD HAVE CAUSED AN OIL LEAK AND THAT THE INTERIOR OF THE ENGINE COWLING WAS DRY. IT WAS ALSO NOTED THAT THE ENGINE WAS EQUIPPED WITH A WOBBLE TYPE QUICK DRAIN OF UNKNOWN VINTAGE.

Brief of Accident (Continued)

File No. - 2328

9/03/87

GORMAN,CA

A/C Reg. No. N224MK

Time (Lcl) - 1407 PDT

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

Finding(s)

1. FLUID,OIL - LEAK
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2398

9/20/87

SONOMA, CA

A/C Reg. No. N8598V

Time (Lcl) - 1406 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 - BELLANCA 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SONOMA, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 23
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 - 70
Make/Model- 69
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- .5
Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE 70-HOUR STUDENT PLT HAD RECENTLY PASSED THE PVT PLT WRITTEN EXAM & HAD COMPLETED MOST OF THE FLT TRNG FOR CERTIFICATION. HE WAS LOOKING FORWARD TO BECOMING A LICENSED PLT. WHILE ON A PERSONAL FLT, THE PLT FLEW OVER HIS BROTHER'S RESIDENCE & WAS OBSERVED TO ROCK THE ACFT'S WINGS BACK & FORTH. THE PLT THEN FLEW OVER HIS OWN HOUSE. WHILE CIRCLING AT BETWEEN 300 & 500 FT. AGL, THE PLT'S MOTHER SAW THE ACFT & WAVED. SHE REPORTED THAT HER SON "WIGGLED" THE ACFT'S WINGS. THEN, AS THE MOTHER WATCHED, THE ACFT'S BANK STEEPENED. NUMEROUS WITNESSES REPORTED THE ACFT'S BANK ANGLE INCREASED TO 90 (OR MORE) DEGREES, & THE ACFT RAPIDLY DESCENDED UNTIL IT CRASHED INTO A NEIGHBOR'S BACKYARD WHILE IN A 60 DEG. PITCH DOWN ATTITUDE. THERE WAS NO EVIDENCE OF ANY PREIMPACT FAILURE OR MALFUNCTION OF THE ACFT OR ITS ENG.

Brief of Accident (Continued)

File No. - 2398

9/20/87

SONOMA, CA

A/C Reg. No. N8598V

Time (Lc1) - 1406 PDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 5. DIVERTED ATTENTION - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2203

9/27/87

BOONVILLE, CA

A/C Reg. No. N25059

Time (Lcl) - 1000 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		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 - ROTORWAY SCORPION 133
Landing Gear - SKID
Max Gross Wt - 1230
No. of Seats - 2

Eng Make/Model - ROTORWAY RW-133
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 133 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
PALMER RANCH, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 43
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 79
Make/Model- 66
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- 10
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT WHEN HE WAS PRACTICING QUICK STOPS & FLARES, THE TAIL ROTOR STRUCK THE GROUND. THE HELICOPTER THEN YAWED, TOUCHED DOWN (RIGHT SKID 1ST) & ROLLED OVER. NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS RPRTD.

Brief of Accident (Continued)

File No. - 2203

9/27/87

BOONVILLE, CA

A/C Reg. No. N25059

Time (Lc1) - 1000 PDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - 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) 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. - 2216 10/17/87 NEWELL, CA A/C Reg. No. N38EZ Time (Lcl) - 1550 PDT

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

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

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

Make/Model - PUGH LONG-EZ	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TULELAKE MUNI
Wind Dir/Speed- 170/015 KTS	ATC/Airspace	Runway Ident - 29
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3577/ 44
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 424
SE LAND	Months Since - 15	Make/Model- 238
	Aircraft Type - LONG-EZ	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE TAKING OFF, THE PLT NOTED THAT THE WIND SOCK WAS "WHIPPING & WAS ABOUT 3/4 FULL." HE SAID THAT AFTER TAKEOFF, HE MADE A FLYBY AT ABOUT 50' AGL, WITH AN AIRSPEED OF ABOUT 150 MPH. HE THEN ENTERED A STEEP CLIMBING RIGHT TURN. THE PLT ESTIMATED THAT AT ABOUT 400' AGL, THE ACFT "FELL OFF AS IN A STALL." HE INITIATED CORRECTIVE ACTION, BUT THE ACFT STRUCK THE GROUND IN A NOSE HI ATTITUDE DURING RECOVERY. THE PLT BELIEVED THE ACFT ENCTRD WINDSHEAR OR A DOWNDRAFT WHEN HE LOST CONTROL. HE RPRTD THE SURFACE WIND WAS FROM 170 DEG AT 15 GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 2216

10/17/87

NEWELL,CA

A/C Reg. No. N38EZ

Time (Lc1) - 1550 PDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. MANEUVER - INITIATED - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

Brief of Accident

File No. - 2356 10/26/87 BORREGO SPRINGS, CA A/C Reg. No. N47861 Time (Lcl) - 1600 PST

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

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

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

Make/Model	- MCDONNELL DOUGLAS 369D	Eng Make/Model	- ALLISON 250-L20B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3500	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 420 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	DESERT SPRINGS, CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed	- 310/003 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 50.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- DIRT
Lowest Ceiling	- 20000 FT BROKEN	Type Apch/Lndg	- FORCED LANDING	Runway Status	- ROUGH
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 12000	Last 24 Hrs - 6
SE LAND	Months Since - 4	Make/Model - 4000	Last 30 Days - 22
HELICOPTER	Aircraft Type - 369C	Instrument - 100	Last 90 Days - 76
			Rotorcraft - 10000

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND THREE PASSENGERS WERE FLYING AT LOW ALTITUDE OVER MOUNTAINOUS TERRAIN LOOKING FOR BIG HORN SHEEP. THIRTY MINUTES INTO THE FLIGHT THE PILOT HEARD A LOUD NOISE AND THE TAIL YAWED LEFT. THE PILOT TURNED AWAY FROM THE MOUNTAIN TO LOOK FOR A PLACE TO LAND. THE ENGINE LOST ALL POWER. BECAUSE IT WAS NECESSARY TO STRETCH THE GLIDE TO REACH THE ONLY AVAILABLE LANDING SPACE, THERE WAS INSUFFICIENT ROTOR SPEED REMAINING TO CUSHION THE LANDING. THE AIRCRAFT LANDED HARD, BREAKING THE RIGHT LANDING SKID AND ROLLING OVER ONTO ITS SIDE. EXAM OF THE ENG REVEALED THAT THE NO. 6 & 7 BEARINGS WERE FOUND TO HAVE FAILED DUE TO OIL STARVATION. THE REASON FOR THE OIL STARVATION COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 2356

10/26/87

BORREGO SPRINGS, CA

A/C Reg. No. N47861

Time (Lc1) - 1600 PST

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

Finding(s)

1. LUBRICATING SYSTEM - STARVATION
 2. TURBINE ASSEMBLY, SHAFT BEARING - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. LANDING GEAR - OVERLOAD
 5. LANDING GEAR - COLLAPSED
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2201 11/01/87 RAMONA, CA A/C Reg. No. N190PJ Time (Lcl) - 1100 PST

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

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

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

Make/Model	- DURBIN MONNETT MONI	Eng Make/Model	- KFM 107	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 560	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 23 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	RAMONA
Wind Dir/Speed	- 150/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- 09
Lowest Sky/Clouds	- UNK/NR	SCATTERED	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 4000/ 150
Obstructions to Vision	- NONE	Type Apch/Lndg	- ASPHALT
Precipitation	- NONE		Runway Status
Condition of Light	- DAYLIGHT		- DRY

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

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	- N/A	Total
	Months Since	- N/A	- 344
	Aircraft Type	- N/A	Make/Model-
			Instrument-
			0
			Last 24 Hrs - UNK/NR
			Last 30 Days- UNK/NR
			Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACQUAINTANCES OF THE PLT RPRTD HE HAD PERFORMED MAINTENANCE TO REPAIR AN INOPERATIVE AIRSPEED INDICATOR. HE THEN TOOK OFF ON A TEST FLT. A WITNESS, WHO WAS A PLT, RPRTD THE ENG STARTED TO "CUT OUT" AT ABOUT 200 TO 300 FT AGL, THE TAIL "WAGGLED A COUPLE OF TIMES" & THEN THE ACFT ENTERED A SPIN & CRASHED IN A NOSE DOWN ATTITUDE. TWO OTHER WITNESSES RPRTD THERE WAS AN INTERRUPTION OF POWER BEFORE THE ACFT CRASHED. HOWEVER, THE ENG & FORWARD PART OF THE FUSELAGE WERE BADLY DAMAGED & NO REASON WAS FOUND FOR A POWER LOSS. AN EXAM OF THE AIRSPEED INDICATOR REVEALED IT HAD RUPTURED & HAD BEEN EPOXIED, BUT THE RUPTURE CONTINUED BEYOND THE EPOXY. THE PLT HAD A STUDENT CERTIFICATE. HE HAD 332 HRS OF FLT TIME IN ULTRALIGHTS, BUT HAD LOGGED ONLY 3 HRS OF DUAL FLT TIME IN POWERED ACFT & HAD ONLY 2.3 HRS IN THIS MAKE & MODEL.

Brief of Accident (Continued)

File No. - 2201

11/01/87

RAMONA, CA

A/C Reg. No. N190PJ

Time (Lc1) - 1100 PST

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

Finding(s)

1. UNDETERMINED

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

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

Finding(s)

2. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INOPERATIVE
3. MAINTENANCE - IMPROPER - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2342 12/02/87 WILLIAMS, CA A/C Reg. No. N673U Time (Lcl) - 1445 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----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-1340-AN-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 550 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 150/013 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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 - 50
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - G-164A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 13250 Last 24 Hrs - 3
Make/Model- 3500 Last 30 Days- 15
Instrument- 0 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENGINE EXPERIENCED A LOSS OF ENGINE POWER. THE PILOT MADE A FORCED LANDING AND COLLIDED WITH A FENCE ON HILLY TERRAIN DURING THE LANDING ROLL. THE ENGINE WAS INSPECTED WITH NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS. WX CONDITIONS WERE CONDUCTIVE TO MODERATE CARBURETOR ICING AT CRUISE POWER OR SERIOUS ICING AT GLIDE POWER. PLT WAS AT CRUISE POWER (2000 RPM) AT TIME OF PWR LOSS.

Brief of Accident (Continued)

File No. - 2342

12/02/87

WILLIAMS,CA

A/C Reg. No. N673U

Time (Lcl) - 1445 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - RISING
-

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

Finding(s)

4. OBJECT - FENCE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2272 12/05/87 SAN JOSE, CA A/C Reg. No. N9309N Time (Lcl) - 0955 PST

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

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

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

Make/Model	- PIPER PA-28R-200	Eng Make/Model	- LYCOMING IO-360-C1C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 150/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling - 3000 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;">COALINGA, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - FORCED LANDING</p> <p style="padding-left: 20px;">GO AROUND</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>REID-HILLVIEW</p> <p>Runway Ident - 31R</p> <p>Runway Lth/Wid - 3101/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, CFI</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 5</p> <p style="padding-left: 20px;">Aircraft Type - PA-28R</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>- 802</td> <td>Last 24 Hrs</td> <td>- 0</td> </tr> <tr> <td>Make/Model-</td> <td>105</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>91</td> <td>Last 90 Days-</td> <td>48</td> </tr> <tr> <td>Multi-Eng -</td> <td>42</td> <td></td> <td></td> </tr> </table>	Total	- 802	Last 24 Hrs	- 0	Make/Model-	105	Last 30 Days-	UNK/NR	Instrument-	91	Last 90 Days-	48	Multi-Eng -	42		
Total	- 802	Last 24 Hrs	- 0															
Make/Model-	105	Last 30 Days-	UNK/NR															
Instrument-	91	Last 90 Days-	48															
Multi-Eng -	42																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SEVERAL MIN AFTER TAKEOFF, THE PLT NOTED A LOSS OF OIL PRESSURE & ELECTED TO RETURN TO THE ARPT. AS HE WAS RETURNING, THE ENG BEGAN TO OVERSPEED, BUT HE CONTROLLED THE RPM BY RETARDING THE THROTTLE. THE WIND WAS FROM 150 DEG AT 10 KTS. THE PLT WAS CLRD TO ENTER TRAFFIC FOR RWY 13L, BUT HE ELECTED TO LAND IN THE OPPOSITE DIRECTION WITH A TAIL WIND. WHILE ON A SHORT FINAL APCH TO LAND ON RWY 31R, THE ACFT BALLOONED & THE PLT DECIDED TO GO AROUND. DRG THE GO-AROUND, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT COLLIDED WITH A UTILITY POLE, THEN CRASHED INTO A MULTI-FAMILY DWELLING & BURNED. OIL RESIDUE WAS FND ON THE LEFT SIDE & BOTTOM OF THE FUSELAGE. A TEARDOWN OF THE ENG REVEALED THE #4 CONNECTING ROD HAD FAILED. ONLY ABOUT 1/2 PINT OF OIL WAS FND IN THE ENG. DUE TO IMPACT & FIRE DAMAGE, THE REASON FOR THE LOSS OF OIL WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2272

12/05/87

SAN JOSE,CA

A/C Reg. No. N9309N

Time (Lc1) - 0955 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. LUBRICATING SYSTEM - LEAK
2. FLUID,OIL - PRESSURE TOO LOW
3. PRECAUTIONARY LANDING - INITIATED -

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation GO-AROUND (VFR)

Finding(s)

4. WEATHER CONDITION - TAILWIND
5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
8. FLUID,OIL - EXHAUSTION
9. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

10. OBJECT - UTILITY POLE
11. OBJECT - RESIDENCE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,8,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2327 12/26/87 SANTA YNEZ, CA A/C Reg. No. N75FE Time (Lcl) - 1600 PST

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

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

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

Make/Model	- ROLLADEN-SCHNEIDER LS-3	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 1041	Engine Type	- N/A		
No. of Seats	- 1	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- LIGHT AND VARIABLE</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SANTA YNEZ, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p> <p>GLIDER</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 17</p> <p>Aircraft Type - L-13</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p>Total - 652</p> <p>Make/Model- 295</p> <p>Instrument- 61</p> <p>Multi-Eng - 17</p>	<p>Last 24 Hrs - 2</p> <p>Last 30 Days- 22</p> <p>Last 90 Days- 60</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PLEASURE FLIGHT, THE LEFT WING OF THE GLIDER STRUCK A TREE AND COLLIDED WITH THE TERRAIN DURING A LEFT TURN IN SINKING AIR. THE PLT STATED THAT HE WAS LOOKING OVER HIS RIGHT SHOULDER AT NEARBY TRAFFIC THEN TURNED TO LOOK FORWARD INTO THE HAZY SETTING SUN WHEN THE LEFT WINGTIP STRUCK A TREETOP AND CARTWHEELED THE AIRPLANE INTO THE TREES.

Brief of Accident (Continued)

File No. - 2327

12/26/87

SANTA YNEZ, CA

A/C Reg. No. N75FE

Time (Lcl) - 1600 PST

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

Finding(s)

1. OBJECT - TREE(S)
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. DIVERTED ATTENTION - PILOT IN COMMAND
 4. WEATHER CONDITION - HAZE/SMOKE
 5. 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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2326 3/27/87 EAGLE, CO A/C Reg. No. N31SK Time (Lcl) - 2045 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	2	0	0	0
ON GROUND	Pass	1	0	0	0

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

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

Make/Model - LEAR JET 24A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 13000
No. of Seats - 4

Eng Make/Model - GE CJ-610-6
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2950 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- 160/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DENVER, CO
Destination
EAGLE, CO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

EAGLE COUNTY
Runway Ident - 07
Runway Lth/Wid - 7000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - LR-24A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 19275	Last 24 Hrs - UNK/NR
Make/Model- 2000	Last 30 Days- 51
Instrument- 2125	Last 90 Days- 142
Multi-Eng - 19091	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER REFUELING IN DENVER, THE MEDICAL EVACUATION FLIGHT WAS DIVERTED FROM ASPEN TO EAGLE TO ENPLANE THE PATIENT. IFR FLIGHT TO EAGLE WAS UNEVENTFUL AND RADAR SERVICE WAS TERMINATED AFTER THE CONTROLLER CLEARED THE FLIGHT FOR THE LDA-A APPROACH TO THE EAGLE AIRPORT WHICH SHOWS A 239 DEGREE INBOUND COURSE. THE LAST RADIO CONTACT OCCURRED WHEN THE CREW REPLIED "WE'RE 8 TO 10 OUT AND ITS CLEAR AHEAD" TO EAGLE RADIO IN ANSWER TO A REQUEST FOR A BASE REPORT. THE FLIGHT COLLIDED WITH AN 8,022 FOOT MSL MOUNTAINTOP BEARING 298 DEGREES, 3.88 MILES FROM THE AIRPORT WHILE IN THE APPROACH CONFIGURATION. THE SAFETY BOARD BELIEVES THE FLIGHT WAS CIRCLING TO LAND ON RUNWAY 07, AND THE DARK NIGHT PREVENTED REQUIRED VISUAL LOOKOUT TO AVOID TERRAIN OBSTRUCTIONS. THE JEPPESEN APPROACH CHARTS USED BY THE FLIGHTCREW DID NOT ACCURATELY DEPICT TERRAIN OBSTRUCTIONS WITHIN THE 5-MILE RADIUS OF THE AIRPORT AS STIPULATED IN THEIR LEGEND. THE SAFETY BOARD BELIEVES THIS COULD HAVE MISLEAD THE FLIGHTCREW.

Brief of Accident (Continued)

File No. - 2326

3/27/87

EAGLE, CO

A/C Reg. No. N31SK

Time (Lcl) - 2045 MST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
6. APPROACH CHARTS - INACCURATE
7. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2246 12/29/87 TELLURIDE, CO A/C Reg. No. N4468M Time (Lcl) - 1707 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	1	4	0

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

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

Make/Model - SWEARINGEN SA-26AT
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10000
No. of Seats - 10

Eng Make/Model - GARRETT TPE331-1-151G
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 665 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 200/010 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
BRENNHAM, TX
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TELLURIDE REGIONAL
Runway Ident - 27
Runway Lth/Wid - 7300/ 75
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - B-58

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3344	Last 24 Hrs	-	2
Make/Model	-	200	Last 30 Days	-	UNK/NR
Instrument	-	720	Last 90 Days	-	34
Multi-Eng	-	1825			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A VISUAL APCH, THE PLT SAID HE ENCOUNTERED 2000 FPM DOWNDRAFTS. THE PLT STATED HE ADDED POWER AND EXECUTED A NORMAL APCH AT 120 KTS, COMPENSATING FOR DOWNDRAFTS/CROSSWINDS. AFTER TOUCHDOWN, THE PLT SAID HE DID NOT GET A BETA LIGHT ON THE RIGHT ENG. HE STATED HE BROUGHT THE PWR LEVERS "BEHIND THE GATE INTO REVERSE." THE ACFT DRIFTED LEFT. THE PLT SAID HE CORRECTED WITH BRAKES AND NOSEWHEEL STEERING. HE APPLIED TAKEOFF POWER AND THE ACFT VEERED RIGHT, AND RAN OFF THE RIGHT SIDE OF THE RWY. THE ACFT COLLIDED WITH A DIRT BANK AND THEN TREES. THREE TIRE SKID MARKS WERE OBSERVED ON THE RIGHT SIDE OF THE RWY. A PLT-WITNESS SAID WINDS WERE GUSTING 22-25 KTS, VARIABLE FROM 130-220 DEGREES. HE SAID THE ACFT LANDED FAST AND LONG. EXAM OF THE ENGINES AND PROPS REVEALED NO EVIDENCE OF MALFUNCTION. THE ENGINE MANUFACTURER RECOMMENDS PROP REVERSE NOT BE USED ON ICY RWY OR WHEN BETA LIGHT ON ONE ENGINE DOES NOT ILLUMINATE. THE ACFT HANDBOOK ADVISES THAT NOSEWHEEL STEERING SHOULD NOT BE USED AT SPEEDS BELOW 40 KNOTS.

Brief of Accident (Continued)

File No. - 2246

12/29/87

TELLURIDE, CO

A/C Reg. No. N4468M

Time (Lcl) - 1707 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
5. REVERSERS - IMPROPER USE OF - PILOT IN COMMAND
6. NOSEWHEEL STEERING - IMPROPER USE OF - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. ABORTED LANDING - DELAYED - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - DIRT BANK
10. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2261

7/15/87

DANBURY, CT

A/C Reg. No. N1997L

Time (Lcl) - 2100 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire - NONE
Crew Pass

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

Make/Model - BEECH C24R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 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 - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
DANBURY, CT
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

DANVILLE MUNI
Runway Ident - 26
Runway Lth/Wid - 4419/ 150
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)
PRIVATE
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 370
Make/Model- 146
Instrument- 34
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 276

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LANDING AT LATE DUSK, THE AIRCRAFT COLLIDED WITH A DEER THAT DARTED ONTO THE RUNWAY. THE PILOT SAID THERE WAS NO TIME TO TAKE EVASIVE ACTION BEFORE THE COLLISION. THE LEFT WING AND LEFT GEAR DOOR WERE DAMAGED AND THE LEFT FUEL TANK WAS RUPTURED.

Brief of Accident (Continued)

File No. - 2261

7/15/87

DANBURY,CT

A/C Reg. No. N1997L

Time (Lcl) - 2100 EDT

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. OBJECT - ANIMAL(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2309 8/04/87 PLAINFIELD,CT A/C Reg. No. N99171 Time (Lcl) - 1830 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

ROBERTSON
Runway Ident - 02
Runway Lth/Wid - 3116/ 75
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)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

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

Total - 101	Last 24 Hrs - UNK/NR
Make/Model- 3	Last 30 Days- UNK/NR
Instrument- 7	Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING IN CROSSWIND CONDITIONS, THE PILOT FAILED TO COMPENSATE FOR THE CONDITIONS AND LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. THE AIRCRAFT WENT DOWN AN EMBANKMENT, COLLIDED WITH A FENCE AND THEN FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 2309

8/04/87

PLAINFIELD,CT

A/C Reg. No. N99171

Time (Lcl) - 1830 EDT

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

Finding(s)

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

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

Finding(s)

3. OBJECT - FENCE
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2226 8/21/87 WASHINGTON,DC A/C Reg. No. N83080 Time (Lc1) - 0736 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage DESTROYED					
Type of Operation	-SIGHT-SEEING	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-DESCENT			3	0	0	0

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 060/003 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 2500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WASHINGTON,DC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - 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</p> <p>HELICOPTER</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - 206</p>	<p>Medical Certificate - NON-VALID MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 7100</p> <p>Make/Model- 391</p> <p>Instrument- 240</p> <p>Multi-Eng - 215</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 2</p> <p>Last 90 Days- 6</p> <p>Rotorcraft - 5650</p>
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Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS ON A LCL PHOTOGRAPHY (SIGHT-SEEING) FLT. WHILE HOVERING AT APRX 200' ABV THE POTOMAC RIVER, THE ENG LOST PWR. THE PLT INITIATED AN AUTOROTATION & DEPLOYED THE EMERG FLOATS. SUBSEQUENTLY, THE HELICOPTER IMPACTED IN THE RIVER & ROLLED OVR, BUT WAS SUPPORTED (UPSIDE DOWN) IN THE WATER BY THE FLOATS. AFTER RECOVERY, NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE AIRFRAME WAS FND. HOWEVER, A TEARDOWN OF THE ENG REVEALED THE SPUR ADAPTER GEARSHAFT (SAG), PN 6890482, HAD FAILED FROM WEAR & SUBSEQUENT FATIGUE. THE FAILURE OCCURRED AT THE FWD, SPLINED END OF THE SAG. DEBRIS (82% SILICON) WAS FND INSIDE THE OIL DELIVERY TUBE. THE OIL JETS FOR THE #2 & #3 BRGS WERE OBSTRUCTED, BUT THE JET FOR SAG WAS NOT OBSTRUCTED. THE PRECISE NATURE OF THE CONDS & CIRCUMSTANCES THAT LED TO EXCESSIVE WEAR WAS NOT DETERMINED. THE HEIGHT/VELOCITY DIAGRAM IN THE FLT MANUAL SHOWED HOVERING FLT BTN 10 & 400 FT SHOULD BE AVOIDED (TO ALLOW FOR SUCCESSFUL AUTOROTATIVE LNDG IN THE EVENT OF A PWR LOSS).

Brief of Accident (Continued)

File No. - 2226

8/21/87

WASHINGTON, DC

A/C Reg. No. N83080

Time (Lcl) - 0736 EDT

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

Finding(s)

1. FLUID, OIL - CONTAMINATION
2. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE SHAFT - WORN
3. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE SHAFT - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. AIRSPEED - REDUCED -
6. PROPER ALTITUDE - NOT MAINTAINED -
7. AUTOROTATION - NOT POSSIBLE

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

Finding(s)

8. TERRAIN CONDITION - WATER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2354 8/19/87 SHIP SHOAL 214C,GM A/C Reg. No. N359E Time (Lcl) - 1135 CDT

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

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

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

Make/Model	- AEROSPATIALE AS-355F-1	Eng Make/Model	- ALLISON 250-C20F	ELT Installed/Activated	- YES/NO
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 4200	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 420 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SHIP SHOAL 246,GM	SHIP SHOAL 214C
Wind Dir/Speed	- 325/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 50/ 50
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- HAZE		Runway Surface
Precipitation	- NONE		- N/A
Condition of Light	- DAYLIGHT		Runway Status

-----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,ATP	Current - YES	Total - 5514	Last 24 Hrs - 3
SE LAND	Months Since - 11	Make/Model- 2810	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - AS-355	Instrument- 85	Last 90 Days- 130
		Multi-Eng - 4	Rotorcraft - 5000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

ACFT EXPERIENCED A TAIL ROTOR DRIVE SHAFT FAILURE DURING T/O FROM AN OFFSHORE PLATFORM. ACFT SPUN LEFT AND COMPLETED 6 TO 7 REVOLUTIONS PRIOR TO WATER CONTACT AS THE SINGLE PLT COULD NOT REACH THE THROTTLES TO REDUCE PWR TO IDLE. ACFT LANDED HARD AND THE RT FLOAT DEPLOYED ON TOUCHDOWN WHILE THE LEFT FLOAT DID NOT AND THE ACFT ROLLED LEFT. OCCUPANTS SWAM TO RIG FROM WHICH T/O HAD BEEN INITIATED. INVESTIGATION REVEALED THAT THE FORWARD SHAFT (NO. 1 SEGMENT) HAD FAILED IN THE AREA OF THE AFT SPLINES NEAR THE MAIN GEARBOX OIL COOLING FAN CONNECTION. FAILURE WAS ATTRIBUTED TO FATIGUE DUE TO FRETTING CAUSED BY ABNORMAL VIBRATION LEVELS INDUCED BY THE OIL COOLING FAN BLADES. ANALYSIS INDICATED THAT FAN BLADES WOULD BECOME CONTAMINATED WITH DEPOSITS OF GREASE, OIL, AND SOOT CAUSING VIBRATION TO INCREASE FROM .6 IPS TO 4.0 IPS. NO PREVIOUS REQUIREMENT TO CLEAN THE FAN BLADES EXISTED AND THE VIBRATION WOULD NOT HAVE BEEN DETECTABLE BY THE PLT OR PAX.

Brief of Accident (Continued)

File No. - 2354

8/19/87

SHIP SHOAL 214C,GM

A/C Reg. No. N359E

Time (Lcl) - 1135 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LUBRICATING SYSTEM,OIL COOLER - VIBRATION
2. MAINTENANCE,BALANCING - NOT CORRECTED - COMPANY MAINTENANCE PSNL
3. INFORMATION UNAVAILABLE - MANUFACTURER
4. ROTOR DRIVE SYSTEM,TAIL ROTOR DRIVE SHAFT - VIBRATION
5. ROTOR DRIVE SYSTEM,TAIL ROTOR DRIVE SHAFT - FATIGUE
6. ROTOR DRIVE SYSTEM,TAIL ROTOR DRIVE SHAFT - SEPARATION

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

Finding(s)

7. EMERGENCY PROCEDURE - NOT POSSIBLE -
8. ACFT/EQUIP, INADEQUATE CONTROL LOCATION - MANUFACTURER
9. INADEQUATE CERTIFICATION/APPROVAL,AIRCRAFT - FAA(ORGANIZATION)

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

Finding(s)

10. LANDING GEAR,FLOAT ASSEMBLY - FAILURE,PARTIAL

----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) 2,3,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2245 12/21/87 EUGENE ISLAND, GM A/C Reg. No. N3596N Time (Lcl) - 1100 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-PETROLEUM HELICOPTERS INC	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	2	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	13	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- AEROSPATIALE SA-330J	Eng Make/Model	- TURBOMECA TURMO-IVC	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 16300	Engine Type	- TURBOSHAFT		
No. of Seats	- 20	Rated Power	- 1550 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	INTRACOASTAL, LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	EUGENE ISLAND 190 HELIPAD
Wind Dir/Speed- 040/035 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 70/ 70
Lowest Sky/Clouds - 500 FT	Type of Clearance - IFR	Runway Surface - METAL/WOOD
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - VOR/DME	Runway Status - DRY
Obstructions to Vision- FOG	TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 11993
SE LAND, ME LAND	Months Since - 1	Make/Model- 319
HELICOPTER	Aircraft Type - SA-330J	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER, WITH 2 PLTS & 13 PASSENGERS, WAS ON AN IFR FLT TO A PSN IN THE GULF OF MEXICO. FROM THAT PSN, THEY PROCEEDED UNDER VFR TO AN OFF-SHORE OIL DRILLING RIG (EI-190). AS THE HELICOPTER WAS ARRIVING FROM THE SE, THERE WAS A STRONG WIND FROM THE NE. THE LANDING PLATFORM (HELIPAD) WAS LOCATED ON THE NW SIDE OF THE OIL RIG. THE PLT ELECTED TO MAKE AN APCH TO THE HELIPAD BY FLYING PARALLEL TO THE UPWIND (NE) SIDE OF THE OIL RIG, RATHER THAN GOING AROUND THE DOWNWIND SIDE & APCHG THE HELIPAD BY FLYING INTO THE WIND. AFTER PROCEEDING TO AN AREA OVER THE VCNTY OF THE HELIPAD, THE PLT TURNED THE HELICOPTER TO THE RGT & ALIGNED IT IN THE DIRECTION OF THE WIND. THE HELICOPTER WAS THEN OBSERVED TO DRIFT REARWARD & TO THE RGT UNTIL THE MAIN ROTOR BLADES COLLIDED WITH THE NW LEG OF THE OIL RIG. IT THEN CRASHED ON THE OIL RIG & WAS DESTROYED BY IMPACT & FIRE. AN NTSB STUDY SHOWED THE WIND WAS FROM 040 DEG AT 35 KTS.

Brief of Accident (Continued)

File No. - 2245

12/21/87

EUGENE ISLAND, GM

A/C Reg. No. N3596N

Time (Lcl) - 1100 CST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. OBJECT - BUILDING(NONRESIDENTIAL)
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2351 2/08/87 HONOLULU, HI

A/C Reg. No. N1102U

Time (Lcl) - 1530 HST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - HUGHES 369D
Landing Gear - SKID
Max Gross Wt - 3550
No. of Seats - 5

Eng Make/Model - ALLISION 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 375 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- 220/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ALA WAI HELIPORT

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 - 44

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - 500D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8518

Make/Model- 4078

Instrument- 350

Last 24 Hrs - 7

Last 30 Days- 36

Last 90 Days- 134

Rotorcraft - 8340

Instrument Rating(s) - NONE

-----Narrative-----

DRG TKOF CLB, A LOUD NOISE OCCURRED AS 1 OF 5 MAIN ROTORS (MRB'S) & THE TAIL BOOM SEPD FM THE HELICOPTER (HEL). THE HEL THEN CRASHED & HIT A SUBMERGED REEF APRX 200' FM THE HELIPORT. AN EXAM OF THE FAILED MRB SHOWED ITS RETENTION STRAP ASSY (RSA), PN 369D21210-501, FAILED FM FATIGUE IN AN AREA OF CORROSION; 11 OF THE MRB'S 16 STRAP LAMINATES HAD PREEXISTING CRACKS. CORROSION WAS FND ON 78 OF 80 LAMINATES. THE MAINT HND BK REQD THE RSA'S BE INSPECTED AT 25, 100 & 600 HR INTERVALS. SVC INFO NOTICE (SIN) DN-77.1 RDMDD A 300 HR INSPN IF ANY CRACK OR LAMINATE FAILURE WAS FND DRG A 100 HR INSPN. AD'S 77-15-09R1 & 81-10-08 REQD INSPN W/I (BUT NOT OUTBRD OF) THE PITCH HOUSING. DRG 100 HR/AD INSPNS AFTER 1768 & 1839 HRS OF OPN, UP TO 3 CRACKS WERE FND IN LAMINATE LEGS, BUT THEIR LCTNS WERE NOT DOCUMENTED FOR LTR INSPN. HOWEVER, DRG 2 SUBSEQUENT 100 HR INSPNS BY ANOTHER MECH, NO CRACKED LAMINATES WERE NOTED. THE HEL HAD 2135 HRS OF OPN WHEN THE ACNT OCCURRED. SVC INFO LTR DL-54 RCMDD A TRI-FLOW WASH PROC AFTER THE LAST FLT OF EACH DAY WHEN OPNG IN A MARINE ENVIRONMENT

Brief of Accident (Continued)

File No. - 2351

2/08/87

HONOLULU, HI

A/C Reg. No. N1102U

Time (Lc1) - 1530 HST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTOR SYSTEM, MAIN ROTOR HUB - CORRODED
2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. ROTOR SYSTEM, MAIN ROTOR HUB - FATIGUE
4. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - COMPANY MAINTENANCE PSNL
5. MAINTENANCE, RECORDKEEPING - INADEQUATE -
6. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - COMPANY MAINTENANCE PSNL
7. ROTOR SYSTEM, MAIN ROTOR BLADE - SEPARATION
8. FUSELAGE - VIBRATION
9. MISC ROTORCRAFT, TAIL BOOM - OVERLOAD

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

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

Finding(s)

10. TERRAIN CONDITION - WATER, ROUGH

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

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

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. - 2375 4/15/87 LAUPAHOEHOE, HI A/C Reg. No. N370AH Time (Lcl) - 1312 HST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-HILO BAY AIR, INC.	DESTROYED				
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			1	0	0
					None	2

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 317 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	HILO, HI			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 360/010 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Sky/Clouds	- PART OBS	Type of Clearance	- VFR	Runway Status	- N/A
Lowest Ceiling	- 1600 FT BROKEN	Type Apch/Lndg	- FULL STOP		
Obstructions to Vision	- NONE				
Precipitation	- RAIN SHOWERS				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total	- 6160
SE LAND, ME LAND	Months Since - 12	Make/Model	- 1400
HELICOPTER	Aircraft Type - PA-34	Instrument	- 299
		Multi-Eng	- 130
		Last 24 Hrs	- 6
		Last 30 Days	- UNK/NR
		Last 90 Days	- 241
		Rotorcraft	- 5630

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT OF THE BELL 206B AND HIS THREE PASSENGERS ARRIVED OVER A BEACHED BARGE THAT THEY WERE TO LAND ON. THE PILOT HOVERED OVER THE BARGE IN A LEFT QUARTERING TAILWIND OF ABOUT 10 KNOTS AND OVER A MODERATE SEA WITH WAVES BREAKING AGAINST THE BARGE. THE TWO REAR SEAT PASSENGERS WERE DEPLANED WITHOUT INCIDENT THROUGH THE RIGHT REAR DOOR AS THE HELICOPTER HOVERED WITH THE RIGHT SKID RESTING ON A STRUCTURE ON THE BARGE. AFTERWARD, ONE OF THE DEPLANED PASSENGERS OBSERVED A WAVE BREAK AGAINST THE BARGE AND WATER SPRAYING UPWARD ONTO THE HELICOPTER. BOTH DEPLANED PASSENGERS OBSERVED THE HELICOPTER ROLL LEFT AND IMPACT THE WATER. THERE WAS NO EVIDENCE THAT FLOTATION GEAR WAS AVAILABLE TO THE CREW OR PASSENGERS.

Brief of Accident (Continued)

File No. - 2375

4/15/87

LAUPAHOEHOE, HI

A/C Reg. No. N370AH

Time (Lc1) - 1312 HST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - WATER, ROUGH
-

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

Occurrence #3 DITCHING
Phase of Operation LANDING

Finding(s)

4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 5. EMERGENCY EQUIPMENT - INADEQUATE -
-

----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. - 2334 4/23/87 MOORHEAD,IA A/C Reg. No. N3777S Time (Lcl) - 1750 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

ELT Installed/Activated - 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- 030/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ROSE FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 35

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	- 600	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	50

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO FAA STATEMENTS, THE PILOT WAS ATTEMPTING A TAKEOFF FROM A TAXIWAY WHEN A WING DIPPED. THE PILOT THEN LOST CONTROL AS THE WING DRAGGED, CAUSING THE AIRCRAFT TO GROUND LOOP/SWERVE ONTO THE TERRAIN. THE NOSE GEAR TIRE BLEW DURING THE SWERVE AND THE NOSE GEAR ASSEMBLY COLLAPSED BEFORE THE AIRCRAFT CAME TO A STOP. THE TAIL SECTION OF THE AIRPLANE WAS ALSO DAMAGED, AS WELL AS THE WING TIPS. THE PILOT DID NOT RESPOND TO INQUIRIES ABOUT THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2334

4/23/87

MOORHEAD, IA

A/C Reg. No. N3777S

Time (Lc1) - 1750 CDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UNAPPROVED
 3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
-

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

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) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2247 8/08/87 MAQUOKETA,IA A/C Reg. No. N32619 Time (Lcl) - 1800 CDT

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

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

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

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MAQUOKETA,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 310/010 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 - 9000 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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 243
SE LAND	Months Since - 17	Make/Model- 134
	Aircraft Type - PA-28	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTING THE MAQUOKETA MUNI ARPT, THE ACFT WAS OBSERVED TO FLY AT LOW ALTITUDE OVER SOME BUILDINGS THAT INCLUDED A HOUSE & TRAILER HOME. AS THE ACFT FLEW OVER THE PROPERTY IN A LEFT BANKING TURN, THE LEFT WING STRUCK THE TOP OF A TREE & THEN THE ACFT CRASHED. FRIENDS OF THE PLT WERE HAVING A PARTY AT THE RESIDENCE. THEY RPRTD THAT AFTER THE PLT MADE A LOW PASS, HE WAS TO LAND & PARTAKE IN THE ACTIVITIES. A EXAM OF THE ACFT REVEALED NO EVIDENCE OF A PREIMPACT MECHANICAL PROBLEM.

Brief of Accident (Continued)

File No. - 2247

8/08/87

MAQUOKETA, IA

A/C Reg. No. N32619

Time (Lc1) - 1800 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 6. DIVERTED ATTENTION - PILOT IN COMMAND
-

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

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

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

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. - 2336 8/15/87 MEDIAPOLIS,IA A/C Reg. No. N4949X Time (Lcl) - 1115 CDT

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

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

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

Make/Model - ROCKWELL S-2R	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 7000	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	MEDIAPOLIS,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 185/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 13.0 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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - NO	Total - 15000
SE LAND,ME LAND	Months Since - 13	Make/Model- 2183
	Aircraft Type - C-172	Instrument- 30
		Multi-Eng - 500
		Last 24 Hrs - 5
		Last 30 Days- 100
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE FIELD TO BE SPRAYED APPEARED SAFE ENOUGH WHEN HE FLEW A RECON FLIGHT OVER THE AREA THE DAY PRIOR TO THE ACCIDENT. HE STATED THAT HE DIDN'T EXPECT THE POWER TRANSMISSION LINES TO BE SO LOW, AND THAT HE DID NOT SEE A RISE IN THE CULTIVATED TERRAIN JUST UNDER THE POWERLINES. THE DAY OF THE ACCIDENT, AS THE PILOT FLEW UNDER THE LINES AND OVER THE HUMP IN THE CORNFIELD, THE RIGHT SPRAY BOOM SNAGGED THE CORN, PULLING THE RIGHT WING DOWN. THE AIRCRAFT THEN SWERVED 180 DEGREES AND IMPACTED THE TERRAIN BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 2336

8/15/87

MEDIAPOLIS, IA

A/C Reg. No. N4949X

Time (Lcl) - 1115 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - RISING
3. OBJECT - WIRE, TRANSMISSION
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2236 3/07/87 PLAINFIELD, IL A/C Reg. No. N694KS Time (Lcl) - 1520 CST

-----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	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING	Pass 0	0	0	1

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

Make/Model - SCHLEICHER ASK-21
Landing Gear - HULL
Max Gross Wt - 1320
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CLOW
Runway Ident - 36
Runway Lth/Wid - 3400/ 75
Runway Surface - DIRT
Runway Status - SOFT

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1602
Make/Model- 15
Instrument- 70
Multi-Eng - 21
Last 24 Hrs - 0
Last 30 Days- 23
Last 90 Days- 40
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GLIDER PLT RPRTD THAT DRG TAKEOFF, THE TOW PLT RELEASED THE TOW ROPE AT APRX 15' AGL. RPRTDLY, HE RELEASED THE TOW ROPE DUE TO A PERCEIVED LACK OF TAKEOFF & CLIMB PERFORMANCE. AFTER BEING RELEASED, THE GLIDER PLT MADE A RIGHT TURN TO AVOID UNACCEPTABLE TERRAIN AHEAD. WHILE TURNING, THE RIGHT WING TIP HIT THE GROUND & THEN THE GLIDER CRASH LANDED.

Brief of Accident (Continued)

File No. - 2236

3/07/87

PLAINFIELD, IL

A/C Reg. No. N694KS

Time (Lcl) - 1520 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EMERGENCY PROCEDURE - PERFORMED - PILOT OF OTHER AIRCRAFT

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

Occurrence #3 DRAGGED WING, ROTOR, PCD, OR FLOAT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. TERRAIN CONDITION - GROUND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2314 3/08/87 LANSING, IL A/C Reg. No. N447MR Time (Lc1) - 1000 CST

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

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

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

Make/Model	- RESNEY COMMANDER 447	Eng Make/Model	- ROTAX 532	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 732	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point LANSING, IL</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 592
SE LAND	Months Since - 5	Make/Model- 1
GYROPLANE	Aircraft Type - J-2	Instrument- 2
		Last 24 Hrs - 0
		Last 30 Days- 10
		Last 90 Days- 40
		Rotorcraft - 302

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING IN A FIELD DUE TO FUEL STARVATION. THE ACC PLT OFFERED TO FLY THE ACFT OUT. HE HAD 30 MIN OF DUAL FLT IN THIS TYPE ACFT. HE SAT ON THE LEFT SIDE OF THE ACFT FOR THE FLT WHICH RESULTED IN AN UNBALANCED CONDITION. THE ACFT ENTERED A LEFT TURN DURING TAKEOFF THAT WAS NOT CORRECTED AND COLLIDED WITH THE GROUND IN A STEEP LEFT BANK. PLTS EXPERIENCED WITH THIS TYPE ACFT INDICATED THAT A PLT FLYING ALONE IN THIS ACFT WOULD NEED TO SIT IN THE MIDDLE OF THE BENCH SEAT AND ALSO KEEP HIS WEIGHT FORWARD INSTEAD OF LEANING BACK TO GET THE NORMAL CONTROL RESPONSE.

Brief of Accident (Continued)

File No. - 2314

3/08/87

LANSING,IL

A/C Reg. No. N447MR

Time (Lc1) - 1000 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2211 5/05/87 INA,IL

A/C Reg. No. N25991

Time (Lcl) - 2010 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

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

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

Weather Data

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

Wind Dir/Speed- 010/009 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

MT VERNON,IL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - BE-200

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6270

Make/Model- 3

Instrument- 2072

Multi-Eng - 3400

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE THE FLT, THE PLT STATED HIS INTENTIONS WERE TO PRACTICE NGT LNDGS. HE TOOK OFF AT 2010 CDT WITH AN ESTD 1.5 HRS OF FUEL ON BOARD. WHEN THE ACFT DID NOT RETURN, A SEARCH WAS INITIATED. SUBSEQUENTLY, IT WAS FND BY FISHERMEN, SUBMERGED IN A LAKE APPROXIMATELY 15 MI SE OF THE ARPT. AFTER IT WAS RECOVERED FROM THE LAKE, AN EXAM REVEALED CRUSHING DAMAGE ON THE NOSE OF THE ACFT & THE LEADING EDGES OF THE WINGS. ALSO, THE NOSE GEAR SEPD, THE MAIN GEAR COLLAPSED TO THE REAR & THE AFT FUSELAGE WAS BENT DOWNWARD JUST AFT OF THE WINGS & MAIN GEAR. NO PREIMPACT MECHANICAL PROBLEM WAS FOUND. A WITNESS AT A BOAT DOCK SAID HE SAW AN ACFT (MATCHING THE DESCRIPTION OF N25991) FLYING OVER THE LAKE AT ABOUT 2030 CDT. HE SAID THE ACFT WAS FLYING EXTREMELY LOW, THEN CLIMBED OVER TREES, TURNED TOWARD THE NE & BEGAN CLIMBING. HE DID NOT SEE THE ACFT AFTER THAT & ASSUMED IT WAS RTRNG TO THE ARPT. A PATHOLOGICAL EXAM OF THE PLT REVEALED EVIDENCE OF RECENT & OLD MYOCARDIAL INFARCTION. THE CORONER BELIEVED THE CAUSE OF DEATH WAS RELATED TO HIS CARDIOVASCULAR CONDITION.

Brief of Accident (Continued)

File No. - 2211

5/05/87

INA,IL

A/C Reg. No. N25991

Time (Lc1) - 2010 CDT

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

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
 3. INCAPACITATION(HEART ATTACK) - 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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2257 7/17/87 MONTICELLO,IL A/C Reg. No. N6011T Time (Lcl) - 1500 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire - NONE

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

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

Make/Model - BEECH C23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

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

ELT Installed/Activated - YES-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- 190/012 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
CHAMPAIGN,IL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MONTICELLO
Runway Ident - 18
Runway Lth/Wid - 3000/ 75
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 - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 416	Last 24 Hrs	- 3
Make/Model-	249	Last 30 Days-	UNK/NR
Instrument-	97	Last 90 Days-	66
Multi-Eng	- 24		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF END OF THE RWY AFTER THE ENG LOST POWER DRG A PRACTICE SHORT FLD TAKEOFF. ACCORDING TO THE INSTRUCTOR (CFI), THERE WAS INSUFFICIENT RWY REMAINING TO STOP THE ACFT DRG THE ABORTED TAKEOFF. MAINTENANCE PSNL COULD NOT DUPLICATE THE ENG PRBLM AFTER THE ACDNT.

Brief of Accident (Continued)

File No. - 2257

7/17/87

MONTICELLO, IL

A/C Reg. No. N6011T

Time (Lc1) - 1500 CDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2316

9/27/87

JOLIET, IL

A/C Reg. No. N6320A

Time (Lcl) - 1230 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-38-112
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 - 112 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- 240/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PLAINFIELD, IL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

JOLIET PARK DISTRICT
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 437	Last 24 Hrs -	10
Make/Model-	182	Last 30 Days-	UNK/NR
Instrument-	38	Last 90 Days-	14

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LANDED ON WHAT THE PILOT THOUGHT WAS A RUNWAY. HE STATED THAT ON SHORT FINAL THE AIRCRAFT FLOATED BEFORE TOUCHING DOWN AND CONSEQUENTLY THERE WAS NOT ENOUGH ROOM TO MAKE A GO-AROUND. AFTER TOUCHDOWN, HE BRAKED HARD AND THE AIRCRAFT SWERVED LEFT AND WENT OVER ON ITS BACK AS THE NOSE GEAR COLLAPSED. THERE IS NO RUNWAY 33, WHICH IS THE RUNWAY IDENTIFIED AS HAVING LANDED ON BY THE PLT, AT JOLIET PARK DISTRICT AIRPORT.

Brief of Accident (Continued)

File No. - 2316

9/27/87

JOLIET,IL

A/C Reg. No. N6320A

Time (Lcl) - 1230 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
6. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2315 11/21/87 KANKAKEE,IL A/C Reg. No. N6255F Time (Lcl) - 1620 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 337
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-360-C1D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
FRANKFORT,IL
Destination
KANAKKEE,IL

Airport Proximity
ON AIRSTRIP

Airport Data

GREATER KANAKKEE
Runway Ident - 22
Runway Lth/Wid - 5100/ 100
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 180/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 10000 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

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-337

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	352	Last 24 Hrs - UNK/NR
Make/Model-	52		Last 30 Days- UNK/NR
Instrument-	23		Last 90 Days- UNK/NR
Multi-Eng -	52		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND ON RUNWAY 22 AT AN UNCONTROLLED AIRPORT WHEN HE HEARD ANOTHER PILOT TRANSMIT HE WAS ABOUT TO DEPART FROM THE SAME RUNWAY. ACCORDING TO THE PILOT, WHILE HE WAS TURNING ON TO FINAL APPROACH, HE OBSERVED AN AIRCRAFT TAXIING TO RUNWAY 22. HE THEN MADE A RADIO CALL TO INFORM THE DEPARTING AIRCRAFT OF HIS INTENTIONS. THE PILOT STATED HE KEPT HIS AIRSPEED UP ON FINAL APPROACH THINKING HE MAY NEED TO GO-AROUND. THE DEPARTING AIRCRAFT HELD SHORT OF THE RUNWAY AND THE PILOT ATTEMPTED TO LAND THE AIRCRAFT. AS A RESULT OF THE MODIFIED APPROACH, UPON TOUCHDOWN THE AIRCRAFT BOUNCED THEN STALLED ONTO THE RUNWAY. SHORTLY AFTERWARD, THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2315

11/21/87

KANKAKEE,IL

A/C Reg. No. N6255F

Time (Lc1) - 1620 EST

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND
4. FLARE - MISJUDGED - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR, NOSE GEAR - OVERLOAD
9. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
10. 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) 4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2285 3/18/87 ATTICA, IN A/C Reg. No. N5504L Time (Lcl) - 2030 EST

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

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

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

Make/Model - BELLANCA 7ECA	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SULLIVAN, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAFAYETTE, IN	Runway Ident - N/A
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1200 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 560
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - BE-76	Make/Model- 30
		Last 30 Days- UNK/NR
		Instrument- 167
		Last 90 Days- UNK/NR
		Multi-Eng - 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING A CABLE PATROL FLT, THE PLT LANDED AT SULLIVAN, IN, TO REFUEL BEFORE STARTING A NIGHT FLT TO REPOSITION THE ACFT AT LAFAYETTE, IN. THE PLT DEPARTED IN CLEAR WX. HOWEVER, AS HE WAS ARRIVING AT LAFAYETTE, HE ADVISED THE TOWER CONTROLLER THAT "IT LOOKS LIKE I GOT ON TOP OF A LITTLE CLOUD DECK HERE." THE PLT WAS ADVISED THE ARPT WX WAS 1200' BROKEN, 2600' OVERCAST, VISIBILITY 7 MI WITH LIGHT RAIN. HE REQUESTED A RADAR VECTOR TO THE ARPT. HOWEVER, AS THE TOWER CONTROLLER WAS COORDINATING WITH APCH CONTROL TO IDENTIFY THE ACFT'S POSITION, CONTACT WITH THE ACFT WAS LOST. A SEARCH WAS INITIATED. THE ACFT HAD CRASHED IN A STEEP NOSE DOWN, LEFT WING LOW ATTITUDE. DRG THE INVESTIGATION, NO PREIMPACT MECHANICAL PROBLEM WAS FOUND. THERE WAS EVIDENCE THE ENG WAS PROVIDING POWER AT IMPACT.

Brief of Accident (Continued)

File No. - 2285

3/18/87

ATTICA, IN

A/C Reg. No. N5504L

Time (Lcl) - 2030 EST

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2323

9/22/87

SELLERSBURG, IN

A/C Reg. No. N190DH

Time (Lcl) - 1340 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - DEHAVILLAND DRAGONFLY DH-90	Eng Make/Model - GIPSY MAJOR 10 MK.1-3	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 4000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 130 HP	

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 330/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 1800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CLARK CO.
Runway Ident - 36
Runway Lth/Wid - 5500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4370
Make/Model- 300
Instrument- 826
Multi-Eng - 2000
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 136

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT BEGAN LEFT DRIFT DURING TAKEOFF ROLL. PILOT CORRECTED WITH RIGHT RUDDER, AND AIRCRAFT VEERED SHARPLY RIGHT. AIRCRAFT DID NOT RESPOND TO APPLICATION OF LEFT RUDDER OR INCREASED THRUST FROM RIGHT ENGINE; DEPARTED RUNWAY AND CRASHED INTO DRAINAGE DITCH. PILOT NEVER ATTEMPTED TO ABORT TAKEOFF. INVESTIGATION REVEALED THAT THE RIGHT WHEEL BEARING INNER AND OUTER BUSHINGS HAD BEEN INTERCHANGED ALLOWING THE BRAKE/BACKING PLATE ASSEMBLY TO BIND ON THE WHEEL/DRUM ASSEMBLY. THE WHEEL BEARINGS HAD BEEN REPACKED ON THE LAST ANNUAL INSPECTION, 20 OPERATING HOURS PRIOR TO ACCIDENT.

Brief of Accident (Continued)

File No. - 2323

9/22/87

SELLERSBURG, IN

A/C Reg. No. N190DH

Time (Lcl) - 1340 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - BINDING (MECHANICAL)
2. MAINTENANCE, ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF - GROUND RUN

3. TERRAIN CONDITION - DITCH
4. ABORTED TAKEOFF - NOT SELECTED - PILOT IN COMMAND

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

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

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. - 2373 9/19/87 ATKINSON,KS A/C Reg. No. N5133E Time (Lcl) - 1710 CDT

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

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

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

Make/Model - CESSNA 180B	Eng Make/Model - CONTINENTAL O-470-K	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL 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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ATKINSON,NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 330/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 3200
SE LAND,ME 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-----

WITNESSES STATED THAT THE PILOT WAS CHASING A WILD HORSE OUT OF AN ALFALFA FIELD AND BACK INTO A CORRAL WHEN A WINGTIP STRUCK A GROVE OF TREES AND THE AIRCRAFT CARTWHEELED ONTO THE GROUND. THE PILOT STATED TO FAA THAT HE DID NOT SEE THE TREELINE DUE TO BLINDING SUNLIGHT.

Brief of Accident (Continued)

File No. - 2373

9/19/87

ATKINSON,KS

A/C Reg. No. N5133E

Time (Lc1) - 1710 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. LIGHT CONDITION - SUNGLARE
 5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2276 11/30/87 PADUCAH,KY A/C Reg. No. N2522L Time (Lcl) - 2338 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	STILLWATER,OK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PADUCAH,KY	FARRINGTON AIRPARK
Wind Dir/Speed- 260/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 3500 FT OVERCAST	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 - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 854
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 401
		Last 30 Days- UNK/NR
		Instrument- 40
		Last 90 Days- 14
		Multi-Eng - 315

Instrument Rating(s) - NONE

-----Narrative-----

ABT 20 MI FROM PADUCAH (PAH), THE PLT CONTACTED THE FSS & SAID THE ACFT WAS LOW ON FUEL & THAT HE INTENDED TO LAND AT PAH. HE WAS INFORMED THAT THE FBO AT PAH WAS CLOSED FOR THE NIGHT & FUEL WAS AVAILABLE ONLY IF A \$25 CALL-OUT FEE WAS PAID. ALSO, HE WAS TOLD THAT FUEL WAS AVAILABLE AT NEARBY FARRINGTON AIRPARK (KY29) & THAT IT WAS OPEN FROM SUNSET TO SUNRISE. THE PLT ELECTED TO CONT TO KY29, WHICH WAS ABOUT 12 MI BEYOND PAH. HE SAW THE ARPT BEACON, BUT WAS UNABLE TO SEE THE RWY. AS HE WAS MANEUVERING TO FIND THE RWY, THE ENG LOST PWR FROM FUEL EXHAUSTION. SUBSEQUENTLY, THE ACFT WAS LANDED IN TREES & CAME TO REST NOSE DOWN ABOVE THE TERRAIN. AN INVESTIGATION REVEALED THE RWY LIGHTING HRS AT KY29 HAD BEEN CHANGED TO TURN OFF THE LIGHTS AT AROUND MIDNIGHT. ACCORDING TO THE ARPT/FACILITY DIRECTORY, OPERATING HRS FOR THE RWY LIGHTS WERE FROM SUNSET TO SUNRISE. HOWEVER, ARPT MANAGEMENT PSNL FOR KY29 HAD NOT NOTIFIED THE FAA OF THE CHANGE.

Brief of Accident (Continued)

File No. - 2276

11/30/87

PADUCAH, KY

A/C Reg. No. N2522L

Time (Lc1) - 2338 CST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID, FUEL - LOW LEVEL
3. CHARTS - INACCURATE
4. FLIGHT ADVISORIES - INACCURATE -
5. LIGHT CONDITION - DARK NIGHT
6. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
7. AIRPORT OPERATIONS - REDUCED -
8. INFORMATION UNAVAILABLE - AIRPORT PERSONNEL
9. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
10. FLUID, FUEL - EXHAUSTION
11. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

12. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,10,11

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2347 12/05/87 LEXINGTON, KY

A/C Reg. No. N400PH

Time (Lcl) - 1450 EST

-----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
ON GROUND

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

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

Make/Model - HAWKER HS-125-400A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 23300
No. of Seats - 11

Eng Make/Model - ROLLS ROYCE 522
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 3360 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- 300/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DALLAS, TX
Destination
NEW YORK, NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LEXINGTON
Runway Ident - 22
Runway Lth/Wid - 6998/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - STRAIGHT-IN
PRECAUTIONARY LANDING

-----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 - HS-125

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 20565 Last 24 Hrs - 3
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- 3954 Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE AT FL 370, THE PLTS DECLARED AN EMERG, RPRTD A FIRE IN THE RGT ENG & REQD VECTORS TO THE NEAREST SUITABLE ARPT. THEY WERE VECTORED TWD THE LEXINGTON BLUEGRASS ARPT & CLRD TO DSCND. SHORTLY AFTER DECLARING AN EMERG, THE PLTS RPRTD THEY SECURED THE RGT ENG & EXTINGUISHED THE FIRE LGT. AS THE ACFT WAS ON FINAL APCH TO LND, THE LOCAL CTLR (USING BINOCULARS) CONFIRMED THAT BOTH THE GEAR & FLAPS WERE EXTENDED. HOWEVER, AS THE ACFT CONTD ONTO A SHORT FINAL APCH, AN INCREASE IN ITS PITCH ATTITUDE WAS NOTED. IT THEN DROPPED BELOW THE LVL OF THE RWY THRESHOLD & IMPACTED IN A PASTURE SHORT OF THE RWY. AFTER INITIAL IMPACT, THE ACFT WENT THRU A STONE FENCE, HIT 2 UTILITY POLES, CROSSED A HIWAY, CAME TO REST AT THE PERIMETER FENCE & BURNED. AN AUTO WAS DMGD BY DEBRIS; 2 OCCUPANTS RECD MINOR INJURIES. AN INV REVEALED THE ACFT IMPACTED WITH THE GEAR EXTND, BUT THE FLAPS & FLAP HANDLE WERE FND IN THE UP PSN. AN EXAM OF THE RGT ENG REVEALED ITS OUTER EXHAUST CONE WAS CRACKED IN THE VCNTY OF A FIRE DETECTION LOOP. NO OTR PREEXISTING MECH PROBLEMS WERE EVIDENT.

Brief of Accident (Continued)

File No. - 2347

12/05/87

LEXINGTON, KY

A/C Reg. No. N400PH

Time (Lcl) - 1450 EST

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

Finding(s)

1. EXHAUST SYSTEM, EXHAUST CONE - CRACKED
2. EXHAUST SYSTEM, EXHAUST CONE - LEAK
3. ENGINE COMPARTMENT - OVERTEMPERATURE

Occurrence #2 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

4. 1 ENGINE -
5. EMERGENCY PROCEDURE - INTENTIONAL -
6. FLIGHT TO ALTERNATE DESTINATION

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

Finding(s)

7. PRECAUTIONARY LANDING - INITIATED -
8. RAISING OF FLAPS - INADVERTENT -
9. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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

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. - 2244 6/05/87 KAPLAN, LA A/C Reg. No. N7804 Time (Lcl) - 1430 CDT

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

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

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

Make/Model - GRUMMAN G-164	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - LIGHT AND VARIABLE Visibility - 10.0 SM Lowest Sky/Clouds - 2500 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point WRIGHT, LA Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 45 Biennial Flight Review Current - YES Months Since - 21 Aircraft Type - C-402	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 18800 Make/Model - UNK/NR Instrument - UNK/NR Multi-Eng - UNK/NR Last 24 Hrs - UNK/NR Last 30 Days - UNK/NR Last 90 Days - 22 Rotorcraft - UNK/NR
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS DISPENSING FERTILIZER ON A RICE FIELD WHEN THE ACFT COLLIDED WITH SIX STRANDS OF A POWER LINE AT ABOUT 20' AGL. THE AIRPLANE THEN CRASHED TO THE GROUND & WAS SUBSTANTIALLY DAMAGED. THE POWER LINE POLES WERE LOCATED OUTSIDE THE FIELD BOUNDARY. RPRTDLY, THE PLT WAS INVOLVED IN COCKPIT DUTIES & DID NOT SEE THE POWER LINES.

Brief of Accident (Continued)

File No. - 2244

6/05/87

KAPLAN, LA

A/C Reg. No. N7804

Time (Lcl) - 1430 CDT

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
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. - 2384

10/25/87

COVINGTON, LA

A/C Reg. No. N504AC

Time (Lcl) - 1645 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	6

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

Fire
NONE

Crew
Pass

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

Make/Model - BEECH 65
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8500
No. of Seats - 9

Eng Make/Model - LYCOMING GS10-480-A1E6
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 340 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COVINGTON, LA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

COVINGTON VINCENT
Runway Ident - 36
Runway Lth/Wid - 3400/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4050
Last 24 Hrs - 4
Make/Model- 20
Last 30 Days- UNK/NR
Instrument- 375
Last 90 Days- 100
Multi-Eng - 2100

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMB FROM TAKEOFF, THE LEFT ENGINE FAILED FOR UNKNOWN REASONS. THE PLT STATED THAT RIGHT RUDDER AND AILERON INPUTS WERE INEFFECTIVE TO STOP THE ACFT FROM ROLLING LEFT AND THE ACFT CONTACTED THE GROUND AS HE WAS RETARDING PWR ON THE RIGHT ENG.

Brief of Accident (Continued)

File No. - 2384

10/25/87

COVINGTON, LA

A/C Reg. No. N504AC

Time (Lc1) - 1645 CST

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

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

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

Finding(s)
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2381 11/24/87 NEW ORLEANS, LA A/C Reg. No. N6463F Time (Lcl) - 1010 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

0
0

Injuries

Serious

0
0

Minor

0
0

None

1
0

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/010 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEW ORLEANS, LA
Destination
COVINGTON, LA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NEW ORLEANS
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - MACADAM
Runway Status - UNK/NR

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

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

Age - 71
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

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

Total	-	521	Last 24 Hrs	-	1
Make/Model	-	521	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO START THE UNSECURED AIRCRAFT BY HAND-PROPPING IT. THE AIRCRAFT STARTED AND ROLLED FORWARD STRIKING A FUEL TRUCK, DAMAGING THE LEFT WING, FUSELAGE, AND PROPELLER.

Brief of Accident (Continued)

File No. - 2381

11/24/87

NEW ORLEANS, LA

A/C Reg. No. N6463F

Time (Lcl) - 1010 CST

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

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - VEHICLE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2372 12/29/87 WOODWORTH, LA A/C Reg. No. N5719G Time (Lcl) - 1500 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	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA 150	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	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/015 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>LLANO, TX</p> <p>Destination</p> <p>WOODWORTH, LA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>WOODWORTH MUNICIPAL</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 3100/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3536
SE LAND	Months Since - 3	Make/Model- 46
	Aircraft Type - UNK/NR	Instrument- 606
		Multi-Eng - 157
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING LANDING ROLL THE AIRCRAFT VEERED LEFT DUE TO A STRONG WIND GUST. THE AIRCRAFT FELL INTO A RAVINE, COMING TO REST 180 DEGREES FROM THE RUNWAY HEADING, DAMAGING BOTH WING SPARS AT THE FUSELAGE ATTACH POINTS AND COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 2372

12/29/87

WOODWORTH, LA

A/C Reg. No. N5719G

Time (Lc1) - 1500 CST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - RAVINE
5. LANDING GEAR, NOSE GEAR - OVERLOAD
6. 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) 2,3

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. - 2230 6/26/87 BOSTON, MA A/C Reg. No. N33670 Time (Lcl) - 0113 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-CASH AIR, 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	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL L/TSIO-360-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
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	NEWARK, NJ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- IMC	BOSTON, MA		LOGAN INTL	
Wind Dir/Speed	- 070/010 KTS	ATC/Airspace		Runway Ident	- 04
Visibility	- 8.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 10005/ 150
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- IFR	Runway Surface	- CONCRETE
Lowest Ceiling	- 600 FT OVERCAST	Type Apch/Lndg	- ILS-COMPLETE	Runway Status	- WET
Obstructions to Vision	- FOG				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 545	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 4	Make/Model - 6	Last 30 Days - 61
	Aircraft Type - M20J	Instrument - 59	Last 90 Days - 150
		Multi-Eng - 86	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE EN ROUTE PORTION OF THE FLT WAS UNEVENTFUL, EXCEPT THAT THE PLT USED THE CALL SIGN "N251DE" INSTEAD OF "N33670" WHICH WAS THE REGISTRATION NUMBER OF HIS ACFT. DRG ARRIVAL AT BOSTON, HE WAS PROVIDED RADAR VECTORS, CLEARED FOR AN ILS RWY 4R APCH & INSTRUCTED TO CONTACT THE TOWER. THE PLT CONTACTED THE TOWER & RPRTD OVER THE OUTER MARKER. SHORTLY THEREAFTER, THE ACFT ENTERED A LEFT TURN, THEN RADIO & RADAR CONTACT WERE LOST. IT CRASHED ABOUT 2.5 MI SSE OF THE ARPT. A WITNESS NR THE CRASH SITE THOUGHT THE ACFT HAD ENG PROBLEMS WHEN HE SAW IT DSCNDG IN A WESTERLY DIRECTION. HE SAID THE ENG THEN "SMOOTHED OUT" & THE PLANE BGN TO CLIMB, THEN IT SUDDENLY WENT INTO A DIVE & CRASHED. DRG IMPACT, THE ACFT STRUCK A RESIDENCE & A PARKED AUTO. THREE HOUSES & 10 AUTOS WERE DESTROYED BY IMPACT & FIRE, OTHER HOUSES WERE DMG BY FIRE. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND. THE PLT WAS CONDUCTING PART 135 OPNS IN IFR WITH 545 HRS TOTAL FLT TIME, 59 HRS INSTRUMENT TIME & 95 HRS NGT EXPERIENCE.

Brief of Accident (Continued)

File No. - 2230

6/26/87

BOSTON,MA

A/C Reg. No. N33670

Time (Lc1) - 0113 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COMPANY/OPERATOR MGMT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - RESIDENCE
10. OBJECT - VEHICLE

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2310 7/24/87 MARSTON MILLS, MA A/C Reg. No. N6355 Time (Lcl) - 1540 EDT

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

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

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

Make/Model	- BELL 47G3	Eng Make/Model	- FRANKLIN 6VS-335-A	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 225 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CAPE COD, MA</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 - PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p>UNK/NR</p> <p>Airport Data</p> <p>CAPE COD</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, CFI</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 6510</p> <p>Make/Model- 3500</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 10</p> <p>Rotorcraft - 6100</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER REACHED AN ALTITUDE OF ABOUT 50 FEET WHEN A LOSS OF POWER WAS EXPERIENCED. IMMEDIATELY THE PILOT SET UP FOR AN EMERGENCY LANDING AND SET THE HELICOPTER DOWN. THE AIRCRAFT, HOWEVER, COLLIDED WITH THE GROUND HARD AND INCURRED SUBSTANTIAL DAMAGE. CONDITIONS WERE CONDUCIVE TO CARBURETOR ICING DURING GLIDE POWER, NOT TKOF POWER. INVESTIGATION REVEALED THAT FUEL WAS IN THE FUEL TANKS. NO REASON WAS FOUND THAT COULD EXPLAIN THE LOSS OF POWER TO THE ENGINE.

Brief of Accident (Continued)

File No. - 2310

7/24/87

MARSTON MILLS, MA

A/C Reg. No. N6355

Time (Lc1) - 1540 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 - PILOT IN COMMAND
 3. ALTITUDE - INADEQUATE -
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2282 9/19/87 FITCHBURG, MA A/C Reg. No. N99151 Time (Lc1) - 2117 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI		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	-APPROACH	NONE	Pass 0	1	0	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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 010/009 KTS</p> <p>Visibility - 1.500 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - DRIZZLE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SARATOGA SPRING, NY</p> <p>Destination</p> <p>FITCHBURG, MA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ADF/NDB</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>FITCHBURG MUNI</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7000
SE LAND, ME LAND	Months Since - 3	Make/Model- 3000
	Aircraft Type - C-180	Instrument- 200
		Multi-Eng - 50
		Last 24 Hrs - 1
		Last 30 Days- 40
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL, THE PLT WAS CLRD FOR AN NDB-A APCH TO FITCHBURG MUNI ARPT. THE NDB WAS LOCATED ON THE ARPT & THE ARPT ELEV WAS 350'. THE MIN DSCNT ALT (MDA) WAS 1140' MSL. THE APCH PROCEDURE WAS TO GO OUTBND FM THE NDB ON A 137 DEG BEARING, MAKE A PROCEDURE TURN, THEN TRACK INBND ON A FINAL APCH COURSE OF 317 DEG. THE MISSED APCH PROCEDURE WAS TO MAKE A CLIMBING RIGHT TURN TO 2500', DIRECT TO THE NDB, THEN HOLD. THE PLT BEGAN THE APCH & THOUGHT HE HAD PROCEEDED TO THE MISSED APCH POINT OVER THE ARPT WHEN THE ACNT OCCURRED. HOWEVER, THE ACFT CRASHED IN THE SIDE OF A TREE COVERED HILL, APRX 2-1/2 MI SOUTHWEST OF THE ARPT, WHILE IN LVL FLT AT APRX 1150' MSL.

Brief of Accident (Continued)

File No. - 2282

9/19/87

FITCHBURG, MA

A/C Reg. No. N99151

Time (Lcl) - 2117 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - DRIZZLE
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2303

9/27/87

STOW, MA

A/C Reg. No. N4332N

Time (Lcl) - 1200 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

-----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 - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STOW, MA
Destination
BARRE, PA

Airport Proximity
ON AIRPORT

Airport Data

MINUTE MAN
Runway Ident - 21
Runway Lth/Wid - 2770/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 155	Last 24 Hrs	- 0
Make/Model	- 15	Last 30 Days	- UNK/NR
Instrument	- 4	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON TAKEOFF ROLL WHEN HE DECIDED TO ABORT. HE STATED THAT HE FELT THE ENGINE WAS NOT DEVELOPING ADEQUATE POWER AND THE AIRSPEED WAS NOT UP TO REQUIRED TAKEOFF SPEED. THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY AND INVERTED IN SWAMPY SOIL.

Brief of Accident (Continued)

File No. - 2303

9/27/87

STOW, MA

A/C Reg. No. N4332N

Time (Lc1) - 1200 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)
1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2383 10/24/87 BARRE, MA A/C Reg. No. N333FG Time (Lcl) - 2040 EDT

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

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

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

Make/Model - GULFSTREAM-AMERICAN AA-5B	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point FARMINGDALE, NY	OFF AIRPORT/STRIP
Method - N/A	Destination SAME AS ACC/INC	
Completeness - N/A	ATC/Airspace	Airport Data
Basic Weather - VMC	Type of Flight Plan - VFR	TANNER-HILLER
Wind Dir/Speed- 190/010 KTS	Type of Clearance - NONE	Runway Ident - 24
Visibility - 20.0 SM	Type Apch/Lndg - FORCED LANDING	Runway Lth/Wid - 2810/ 40
Lowest Sky/Clouds - N/A		Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT OVERCAST		Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 97
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 3
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS IN THE TRAFFIC PATTERN WHEN IT EXPERIENCED A POWER LOSS. THE PLT MADE AN OFF-AIRPORT LANDING IN A WOODED AREA. THE PILOT REPORTED THAT HE WAS IN A SLIP PRIOR TO AND AT THE TIME OF THE REPORTED POWER LOSS. THE FAA REPORTED THAT THE ENGINE TESTED SATISFACTORILY AFTER THE ACCIDENT AND THAT NO PROBLEMS WERE FOUND WITH THE ENGINE OR AIRFRAME. IN ADDITION, THEY REPORTED THAT THE AIRCRAFT TOOK OFF 207 LBS OVER ITS MAXIMUM ALLOWABLE TAKEOFF GROSS WEIGHT FOR A 50 MINUTE FLIGHT. CONDITIONS WERE CONDUCTIVE TO CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 2383

10/24/87

BARRE, MA

A/C Reg. No. N333FG

Time (Lcl) - 2040 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. OBJECT - TREE(S)

----Probable Cause----

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

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. - 2382

11/04/87

NORFOLK, MA

A/C Reg. No. N53461

Time (Lcl) - 1000 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA 172
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 - 180/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NORFOLK
Runway Ident - 18
Runway Lth/Wid - 2700/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 120
Last 24 Hrs - UNK/NR
Make/Model - 11
Instrument - 2
Last 30 Days - UNK/NR
Last 90 Days - 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE CESSNA 172 WAS MAKING HER THIRD TAKEOFF, HAVING MADE TWO PRIOR TAKEOFFS AND LANDINGS TO A FULL STOP, WHEN SHE EXPERIENCED A LOSS OF POWER. THE AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY AND WAS OBSERVED TO PORPOISE SEVERAL TIMES PRIOR TO BREAKING OFF THE NOSE WHEEL IN SOFT DIRT AND FLIPPING OVER. THE ENGINE TEST-RAN SATISFACTORILY AFTER THE ACC. THE PILOT RPTD THAT AFTER THE ENG LOST PWR SHE RETARDED THE THROTTLE AND CARB HEAT. THE CARB HEAT CONTROL WAS FOUND IN THE FULL ON POSITION.

Brief of Accident (Continued)

File No. - 2382

11/04/87

NORFOLK,MA

A/C Reg. No. N53461

Time (Lcl) - 1000 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
4. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
5. PORPOISE - NOT CORRECTED - PILOT IN COMMAND
6. LANDING GEAR, NOSE GEAR - 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) 2,4,5

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

Brief of Accident

---Basic Information---

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

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

Eng Make/Model - CONTINENTAL IO-520-F
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
 SAME AS ACC/INC
 Destination
 CUTTYHUNK, MA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 300/022 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds	-	5000 FT SCATTERED
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Lowest Ceiling	-	NONE
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Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway	Surface	-	N/A
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Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP,CFI
SE LAND,ME LAND,SE SEA

Age - 34

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - C-206F

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	9400	Last 24 Hrs -	2
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Make/Model -	2000	Last 30 Days -	50
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Instrument-	1460	Last 90 Days-	100
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Multi-Eng - 5600

Instrument Rating(s) - AIRPLANE

---Narrative---

THE CESSNA U206F WAS TAKING OFF FROM A HARBOR. AFTER BECOMING AIRBORNE IT EXPERIENCED A 40 KNOT AIRSPEED LOSS. THE PLT STATED THAT HE WAS UNABLE TO MAINTAIN ALTITUDE AND WAS FORCED TO LAND ON A BEACH. THE ACFT FLIPPED OVR AFTER A PONTOON CAUGHT A ROCK. A WITNESS ON SHORE OBSERVED THE ACFT TKOF AND MAKE A LOW TURN DIRECTLY DOWNWIND. HE SAID THAT THE WIND WAS FROM THE NORTHEAST AT 20 TO 25 KTS AND GUSTY. THE NEW BEDFORD ATCT INDICATED THAT THE WINDS WERE GUSTING TO 35 KTS AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2394

11/06/87

NEW BEDFORD, MA

A/C Reg. No. N8384Q

Time (Lcl) - 1345 EST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2224 7/31/87 MITCHELLVILLE, MD A/C Reg. No. N55757 Time (Lcl) - 1730 EDT

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

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

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

Make/Model	- PIPER PA-28	Eng Make/Model	- LYCOMING O-320-E3D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - 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;">ITHICA, NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">FREEWAY</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2400/ 30</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 6</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 394</p> <p style="padding-left: 20px;">Make/Model- 62</p> <p style="padding-left: 20px;">Instrument- 98</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 29</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE ACFT HIT THE TOPS OF TREES NEAR THE DEPARTURE END OF THE RWY. THE PLT STATED THAT AFTER CLIPPING THE TREETOPS, HE KNEW THE ACFT WAS "GOING IN," SO HE PULLED THE YOKE BACK TO SLOW IT AS MUCH AS POSSIBLE. ALSO, THE PLT STATED THAT DURING LIFT-OFF, THE POINTER ON THE AIRSPEED INDICATOR WAS NEAR THE BOTTOM OF THE GREEN ARC. HOWEVER, AFTER LIFT-OFF, THE ACFT FAILED TO CLIMB PROPERLY, ALTHOUGH THE ENG WAS RUNNING SMOOTH & THE THROTTLE WAS AT THE FULL POWER POSITION. HE NOTED THE STALL WARNING LIGHT HAD ILLUMINATED, BUT HE DID NOT TAKE CORRECTIVE ACTION SINCE THE ACFT DID NOT FEEL LIKE IT WAS STALLING.

Brief of Accident (Continued)

File No. - 2224

7/31/87

MITCHELLVILLE, MD

A/C Reg. No. N55757

Time (Lcl) - 1730 EDT

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

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. AIRSPEED - NOT CORRECTED - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. CLEARANCE - NOT ATTAINED - 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) 1,2,4

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

Brief of Accident.

10/10/87 DARES BEACH,MD

A/C Reg. No. N55936

Time (Lc1) - 1427 EDT

icate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

-BUSINESS
der -14 CFR 91
Juring -LANDING

Fire
ON GROUND

IPER PA-28R-200
TRICYCLE-RETRACTABLE

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

Max Gr
No. of Seats

2650
4

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST MARY'S CTY,MD
Destination
CHESTERTOWN,MD

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 428
Last 24 Hrs - 4
Make/Model- 12
Last 30 Days- 29
Instrument- 66
Last 90 Days- 87
Multi-Eng - 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AFTER CLIMBING ABOUT 2000' & PROCEEDING APRX 3 TO 4 MI OUT OVER THE CHESAPEAKE BAY, THE OIL TEMP BEGAN TO RISE & THE OIL PRESSURE DECREASED. HE TURNED TOWARD LAND, BUT THE ENG LOST POWER. SUBSEQUENTLY, HE WAS FORCED TO LAND IN A SWAMPY AREA NEAR THE BEACH. THE ENG WAS DAMAGED BY IMPACT & FIRE. AN EXAM REVEALED THE #3 CONNECTING ROD HAD FAILED & PUNCTURED A HOLE IN THE ENG CASE. NO SPECIFIC REASON WAS FOUND FOR THE INITIAL LOSS OF OIL PRESSURE.

Brief of Accident (Continued)

File No. - 2235

10/10/87

DARES BEACH, MD

A/C Reg. No. N55936

Time (Lcl) - 1427 EDT

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

Finding(s)

1. LUBRICATING SYSTEM - FAILURE, TOTAL
 2. FLUID, OIL - EXHAUSTION
 3. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - WET
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2289 10/10/87 STEVENSVILLE, MD A/C Reg. No. N30590 Time (Lc1) - 1530 EDT

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

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

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

Make/Model	- CESSNA 177A	Eng Make/Model	- LYCOMING O-360-A1F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

<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 - 70.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">BAY BRIDGE</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 2900/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 43	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 - 3
	Aircraft Type - N/A	Make/Model- 13
		Last 30 Days- 12
		Instrument- 1
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING TOUCH-AND-GO LANDINGS, THE STUDENT PLT MADE AN APPROACH AT A HIGHER THAN NORMAL AIRSPEED. SUBSEQUENTLY, THE ACFT BOUNCED THREE TIMES ON THE RUNWAY BEFORE THE PLT ELECTED TO GO AROUND. THE STUDENT STATED THAT CONTROL WAS LOST ON THE GO-AROUND AND THE ACFT CRASHED ON THE LEFT SIDE OF THE RUNWAY. THE LEFT WING TIP STRUCK THE GROUND APRX 30 FEET LEFT OF THE RUNWAY, FOLLOWED CLOSELY BY THE PROP. THE ACFT CAME TO REST ABOUT 86 FEET FROM THE INITIAL IMPACT POINT. THE STUDENT RPRTD THERE WERE NO PROBLEMS WITH THE ACFT OR ENG.

Brief of Accident (Continued)

File No. - 2289

10/10/87

STEVENSVILLE, MD

A/C Reg. No. N30590

Time (Lc1) - 1530 EDT

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

Finding(s)

1. TOUCH-AND-GO - INITIATED - PILOT IN COMMAND
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. FLARE - IMPROPER - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

5. GO-AROUND - DELAYED - PILOT IN COMMAND
 6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 7. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2294 8/04/87 AUGUSTA, ME A/C Reg. No. N23838 Time (Lcl) - 1330 EDT

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

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

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

Make/Model	- BEECH B19	Eng Make/Model	- LYCOMING O-320-E3D	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

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	AUGUSTA STATE
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- UNK/NR	Type of Flight Plan	- 17
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 5140/ 150
Lowest Ceiling	-	Type Apch/Lndg	Runway Surface
Obstructions to Vision	- NONE	- TRAFFIC PATTERN	- ASPHALT
Precipitation	- NONE	TOUCH AND GO	Runway Status
Condition of Light	- DAYLIGHT		- DRY

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

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 16
	Months Since - N/A	Make/Model	- 16
	Aircraft Type - N/A	Instrument	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT*RPRTD THAT DURING A PRACTICE LANDING, HE ROUNDED OUT TOO HIGH. SUBSEQUENTLY, THE ACFT BOUNCED HARD & THE NOSE GEAR COLLAPSED. AFTER COMING TO REST, THE PLT EXITED THE ACFT, BUT A FIRE ERUPTED & THE ACFT WAS DESTROYED.

Brief of Accident (Continued)

File No. - 2294

8/04/87

AUGUSTA, ME.

A/C Reg. No. N23838

Time (Lc1) - 1330 EDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3 FIRE
Phase of Operation OTHER

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2265 8/23/87 BINGHAM, ME A/C Reg. No. N96241 Time (Lcl) - 1700 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - TAYLORCRAFT BC-12D
Landing Gear - FLOAT
Max Gross Wt - 1200
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/010 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
BINGHAM, ME
Destination
SCARBOROUGH, ME

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 847
Make/Model- 450
Instrument- 10
Multi-Eng - 7
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 108

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE WAS TAKING OFF FROM A LAKE & WAS CLIMBING THRU ABOUT 200-300 FT AGL WHEN THE ACFT ENCTRD A SEVERE DOWNDRAFT. SUBSEQUENTLY, THE FLOAT PLANE COLLIDED WITH RISING TERRAIN. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS RPRTD. THE PLT RPRTD THE WIND WAS FROM THE NORTH AT 10 GUSTING 15 KTS. A WITNESS STATED THE ACFT APPEARED TO BE BUFFETED BY WINDS AFTER IT BECAME AIRBORNE.

Brief of Accident (Continued)

File No. - 2265

8/23/87

BINGHAM, ME

A/C Reg. No. N96241

Time (Lc1) - 1700 EDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - WATER, ROUGH
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - GUSTS
5. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)

6. TERRAIN CONDITION - RISING

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

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

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. - 2260 7/20/87 BAD AXE, MI A/C Reg. No. N8049Y Time (Lcl) - 1540 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire
NONE

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

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 160 HP

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

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HURON COUNTY MEMORIAL
Runway Ident - 21
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA
HELICOPTER

Age - 40

Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 13199	Last 24 Hrs - 5
Make/Model- 62	Last 30 Days- UNK/NR
Instrument- 84	Last 90 Days- UNK/NR
Multi-Eng - 623	Rotorcraft - 1370

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DEMONSTRATION OF AN ABORTED TAKEOFF, THE "POWER WAS CUT" AFTER THE AIRCRAFT ACCELERATED TO ABOUT 75 MPH. AT ABOUT THAT TIME, THE AIRCRAFT ENCOUNTERED A GUST OF WIND AND BECAME AIRBORNE. A POWER RECOVERY WAS INITIATED, BUT THE AIRCRAFT TOUCHED DOWN IN A YAW. SUBSEQUENTLY, IT SLID SIDWAYS UNTIL CONTACTING SOFT DIRT BESIDE THE RUNWAY, THEN THE MAIN GEAR COLLAPSED AND THE NOSE GEAR, RIGHT WING AND PROPS WERE DAMAGED.

Brief of Accident (Continued)

File No. - 2260

7/20/87

BAD AXE,MI

A/C Reg. No. N8049Y

Time (Lc1) - 1540 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND(CFI)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAKEOFF - ABORTED

Finding(s)

6. TERRAIN CONDITION - SOFT
7. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2318 9/09/87 MARINE CITY, MI A/C Reg. No. N251NW Time (Lcl) - 1433 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

-----Aircraft Information-----

Make/Model - CESSNA 182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - YES-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- 310/012 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

CLEVELAND, OH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MARINE CITY

Runway Ident - 22

Runway Lth/Wid - 2250/ 42

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 2513

Make/Model- 1565

Instrument- 0

Multi-Eng - 210

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 74

Instrument Rating(s) - NONE

-----Narrative-----

PIC LOST DIRECTIONAL CONTROL DURING LIFT-OFF. THE AIRCRAFT THEN DRIFTED LEFT, AWAY FROM THE RUNWAY, CARTWHEELED AND CAME TO REST UPSIDE DOWN. THE PIC AND PASSENGER EXITED THE AIRCRAFT AS IT STARTED TO BURN. THE PIC STATED THAT HE NOTED IMMEDIATELY A CROSSWIND AFTER LIFT-OFF WHICH MOVED THE AIRCRAFT TO THE LEFT.

Brief of Accident (Continued)

File No. - 2318

9/09/87

MARINE CITY, MI

A/C Reg. No. N251NW

Time (Lcl) - 1433 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 ROLL OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2234 11/07/87 NEW HUDSON, MI A/C Reg. No. N46065 Time (Lcl) - 1300 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	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		SAME AS ACC/INC	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	NEW HUDSON
Wind Dir/Speed- CALM			Runway Ident - 25
Visibility - 15.0 SM		ATC/Airspace	Runway Lth/Wid - 3015/ 50
Lowest Sky/Clouds - 30000 FT SCATTERED		Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE		Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE		Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		TOUCH AND GO	
Condition of Light - DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 18	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 - 2
	Aircraft Type - N/A	Make/Model- 13
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS FIRST SOLO FLIGHT. BEFORE TURNING ONTO FINAL APPROACH TO LAND, HE NOTICED ANOTHER AIRCRAFT AHEAD, ALREADY ON FINAL APPROACH. THE STUDENT DECIDED TO S-TURN FOR SPACING, BUT WHILE MANEUVERING, ALTITUDE WAS LOST. SUBSEQUENTLY, HE SAW TREES AHEAD, APPLIED POWER & INITIATED A CLIMB ATTITUDE TO CLEAR THE TREES. HOWEVER, THE LANDING GEAR HIT A TREE BRANCH & SUBSEQUENTLY THE AIRCRAFT CRASHED ABOUT 100' FROM THE RUNWAY.

Brief of Accident (Continued)

File No. - 2234

11/07/87

NEW HUDSON, MI

A/C Reg. No. N46065

Time (Lc1) - 1300 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
 2. OBJECT - TREE(S)
 3. PROPER ALTITUDE - NOT MAINTAINED - 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) 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. - 2324

2/08/87

WASKISH, MN

A/C Reg. No. N11665

Time (Lcl) - 1510 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D
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- 300/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 500 FT BROKEN
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BAUDETTE, MN
Destination
MINNEAPOLIS, MN

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 - ICE
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - M20J

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1031	Last 24 Hrs	- UNK/NR
Make/Model-	4	Last 30 Days-	3
Instrument-	18	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE PREFLIGHT WX BRIEFING THE NON-INSTRUMENT RATED PILOT WAS ADVISED THAT VFR FLIGHT WAS NOT RECOMMENDED. SHORTLY BEFORE THE ACCIDENT, THE ACFT WAS OBSERVED FLYING OVER A STATE HIGHWAY UNDER A LOW OVERCAST IN POOR VISIBILITY. THE ACFT WAS WITNESSED TO FLY OUT OF A WHITEOUT IN A DESCENDING RIGHT TURN AND IMPACT ON THE FROZEN SURFACE OF A LAKE. A REVIEW OF THE PLTS LOGBOOKS INDICATED HE HAD LOGGED ONE HALF HOUR OF INSTRUMENT FLT IN THE LAST 10 YRS.

Brief of Accident (Continued)

File No. - 2324

2/08/87

WASKISH,MN

A/C Reg. No. N11665

Time (Lcl) - 1510 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. FLIGHT ADVISORIES - DISREGARDED - PILOT IN COMMAND
2. WEATHER CONDITION - WHITEOUT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - SNOW
5. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2254 7/17/87 LAKEVILLE, MN A/C Reg. No. N4649V Time (Lcl) - 1445 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - TAKEOFF			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 170	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

<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- 200/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination UNKNOWN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>AIRLAKE</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 4150/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 250</p> <p>Make/Model- 27</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 16</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THE WIND WAS VARYING PLUS OR MINUS 30 DEG FROM 200 DEG AT 10 GUSTING 25 KTS. DRG THE TAKEOFF ROLL ON RWY 29, THE ACFT ENCTRD A GUST OF WIND. THE ACFT SWERVED & THE PLT RECOVERED, BUT THE ACFT ENCTRD ANOTHER GUST WHICH RAISED THE LEFT WING. SUBSEQUENTLY, THE RGT WINGTIP CONTACTED THE GROUND & THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2254

7/17/87

LAKEVILLE, MN

A/C Reg. No. N4649V

Time (Lc1) - 1445 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 2280 8/06/87 ST BONIFACIUS,MN A/C Reg. No. N1135H Time (Lcl) - 1510 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - FERRY	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - AERONCA 15AC	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MARSHFIELD,WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MINNEAPOLIS,MN	Runway Ident - N/A
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
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 - 965
SE LAND,SE SEA	Months Since - 2	Make/Model- 4
	Aircraft Type - UNK/NR	Instrument- 13
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD JUST PURCHASED THE ACFT & HAD OBTAINED A FERRY PERMIT TO FLY IT TO ANOTHER ARPT. HE REACHED THE VICINITY OF THE DESTN & CALLED THE TOWER, BUT DID NOT SEE THE ARPT. APRX 15 MIN LATER, WHEN HE WAS SURE HE HAD PASSED THE ARPT, HE MADE A 180 DEG TURN TO START BACK. SHORTLY THEREAFTER, THE ACFT RAN OUT OF FUEL. HE INITIATED AN EMERG LANDING ON A ROAD, BUT A TRACTOR WAS DRIVEN ONTO THE ROADWAY AHEAD, SO HE MANEUVERED TO LAND IN A FIELD. WITH VERY LITTLE ALT TO MANEUVER, HE SAW A POWER LINE AHEAD & TRIED TO CROSS UNDER IT. HOWEVER, THE TAIL OF THE ACFT CONTACTED THE LOWEST CABLE, THEN THE NOSE PITCHED DOWN & IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2280

8/06/87

ST BONIFACIUS,MN

A/C Reg. No. N1135H

Time (Lcl) - 1510 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. OBJECT - VEHICLE
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. OBJECT - WIRE,TRANSMISSION
8. CLEARANCE - 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) 1,2,3,8

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. - 2292 8/23/87 LONGVILLE, MN A/C Reg. No. N8799M Time (Lcl) - 1345 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0	1
Accident Occurred During -LANDING	Crew Pass				

-----Aircraft Information-----

Make/Model - BEECH A23	Eng Make/Model - CONTINENTAL IO-346	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	THIEF RIV FALLS, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LONGVILLE, MN	LONGVILLE MUNI
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3480/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 109	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 90	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 4	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPRTD THAT AS HE ROUNDED OUT TO LAND, THE ACFT NOSED DOWN & IMPACTED NOSEWHEEL FIRST. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED & THE ACFT SKIDDED TO A STOP. AFTER COMING TO REST, A FIRE ERUPTED, WHICH SPREAD & SUBSEQUENTLY DESTROYED THE ACFT.

Brief of Accident (Continued)

File No. - 2292

8/23/87

LONGVILLE, MN

A/C Reg. No. N8799M

Time (Lcl) - 1345 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3 FIRE
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2317 9/26/87 LAKEVILLE, MN A/C Reg. No. N3599F Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172L	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 - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AIRLAKE
Wind Dir/Speed- 160/012 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 110
SE LAND	Months Since - UNK/NR	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT LANDED HARD, NOSE WHEEL FIRST, AND COLLAPSED THE NOSE LANDING GEAR TIRE. PIC WAS CONCERNED ABOUT A SHARP KNOCKING NOISE IN THE REAR OF THE AIRCRAFT THAT HE HEARD AFTER LIFTOFF. THE REASON FOR THE NOISE WAS NOT DETERMINED. HE ACKNOWLEDGED THAT HE FLARED IMPROPERLY.

Brief of Accident (Continued)

File No. - 2317

9/26/87

LAKEVILLE, MN

A/C Reg. No. N3599F

Time (Lcl) - 1430 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. ANXIETY/APPREHENSION - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, TIRE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2279

4/08/87

KIRKSVILLE, MO

A/C Reg. No. N5515Q

Time (Lcl) - 2300 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
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ST JOSEPH, MO
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

KIRKSVILLE MUNI
Runway Ident - 36
Runway Lth/Wid - 6004/ 100
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 22

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 60	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-----

DRG A NIGHT LANDING, THE PLT DID NOT GET THE ACFT FLARED BEFORE TOUCHDOWN. SUBSEQUENTLY, IT CONTACTED THE RWY WITH THE NOSE WHEEL. DRG THE OCCURRENCE, THE NOSE GEAR, PROP & ENG FIRE WALL WERE DAMAGED.

Brief of Accident (Continued)

File No. - 2279

4/08/87

KIRKSVILLE,MO

A/C Reg. No. N5515Q

Time (Lcl) - 2300 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - NIGHT
2. FLARE - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2335 4/08/87 ELDON, MO A/C Reg. No. N2559N Time (Lcl) - 1115 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12	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 - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ST. LOUIS, MO	
Method - N/A	Destination ELDON, MO	Airport Data ELDON MODEL AIRPARK
Completeness - N/A		Runway Ident - 18
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3175/ 45
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE	FULL STOP	
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 - 101
SE LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - C-150	Make/Model- 12
		Last 30 Days- 40
		Instrument- 2
		Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, WINDS WERE LIGHT PRIOR TO THE FINAL APPROACH, BUT A GUST OF WIND PICKED UP THE RIGHT WING AND THE AIRCRAFT BALLOONED DURING THE FLARE, RUNNING OUT OF AIRSPEED WHILE IN A FULL-STALL/THREE-POINT ATTITUDE. UPON IMPACT, BOTH MAIN GEARS BROKE IN RAPID SUCCESSION, GENERALLY ABOUT THE MID-STRUT STEP MOUNT AREA OF THE LEAF SPRING GEAR ASSEMBLY. THE AIRCRAFT SKIDDED TO A STOP DAMAGING THE PROPELLER AND THE RIGHT WING TIP. A DETAILED VISUAL INSPECTION OF THE AIRCRAFT'S LANDING GEAR REVEALED THE DAMAGE TO BE A BRITTLE FRACTURE, JUST BELOW THE STEP MOUNTS.

Brief of Accident (Continued)

File No. - 2335

4/08/87

ELDON,MO

A/C Reg. No. N2559N

Time (Lcl) - 1115 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING - FLARE/TOUCHDOWN

1. WEATHER CONDITION - GUSTS

2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - BRITTLE FRACTURE

-----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. - 2333

5/22/87

ST. LOUIS, MO

A/C Reg. No. N6136Q

Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 330/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ST. CLAIR, MO

Destination

CAHOKIA, IL

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 128 Last 24 Hrs - 4

Make/Model- 90 Last 30 Days- 4

Instrument- 0 Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE DEPARTED ST. LOUIS DOWNTOWN-PARKS AIRPORT (CPS) ON A ROUND-ROBIN FLIGHT WITH PLANNED STOPS AT ST. CLAIR MEMORIAL AIRPORT (K39), MISSOURI, AND RICHLAND MUNICIPAL AIRPORT (MO34), MISSOURI. THE RETURN FLIGHT TO CPS INCLUDED ANOTHER STOP AT K39. NO REFUELING WAS PERFORMED ENROUTE, ACCORDING TO THE PILOT AND THE FAA. THE ENGINE BEGAN RUNNING ROUGH AFTER 3 HOURS AND 55 MINUTES OF FLIGHT TIME, AND SUBSEQUENTLY LOST POWER, FORCING THE PILOT TO ATTEMPT AN OFF-AIRPORT LANDING. THE AIRCRAFT NOSED OVER WHEN THE NOSE GEAR COLLAPSED DURING IMPACT. A POST-ACCIDENT INSPECTION OF THE AIRCRAFT FAILED TO FIND ANY SIGNIFICANT AMOUNT OF FUEL IN THE TANKS AND THERE WERE NO PRE-EXISTING DISCREPANCIES FOUND IN THE POWERPLANT TO SUGGEST AN ENGINE FAILURE. THE AIRCRAFT CAME TO REST 3 MILES SHORT OF A SUITABLE AERODROME.

Brief of Accident (Continued)

File No. - 2333

5/22/87

ST. LOUIS, MO

A/C Reg. No. N6136Q

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 2390 7/02/87 KANSAS CITY, MO A/C Reg. No. N271MA Time (Lcl) - 2105 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - MITSUBISHI MU-2B-60
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 11575
No. of Seats - 2

Eng Make/Model - GARRETT TPE-331-10
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 778 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KANSAS CITY, MO
Destination
TULSA, OK

Airport Proximity
ON AIRPORT

Airport Data

MKC DOWNTOWN
Runway Ident - 19
Runway Lth/Wid - 7001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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 - 55
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 4599	Last 24 Hrs	- 2
Make/Model-	270	Last 30 Days-	UNK/NR
Instrument-	170	Last 90 Days-	88
Multi-Eng -	2064	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TAKEOFF, PIC LOST DIRECTIONAL CONTROL OF ACFT, CAUSING IT TO SWERVE OFF THE ACTIVE RUNWAY, SPIN AROUND, SHEARING THE NOSE GEAR ASSEMBLY AND LEFT MAIN WHEEL. THE NOSE WHEEL STRUT ASSEMBLY CAREENED INTO THE RIGHT POWERPLANT PROPELLER CAUSING THE TORQUE SHAFT TO SHEAR. SUBSEQUENT TEAR DOWN AND INSPECTION OF THE POWERPLANTS, AND THE AUTOPILOT SYSTEM SHOWED NO MALFUNCTION OF THE RESPECTIVE COMPONENTS. THE PIC WAS THE OWNER OF THE AIR TAXI SERVICE AND WAS IN THE PROCESS OF REPOSITIONING THE ACFT. HIS TOTAL TIME IN MU-2'S REFLECTS A SUBSTANTIAL AMOUNT OF CO-PLT TIME.

Brief of Accident (Continued)

File No. - 2390

7/02/87

KANSAS CITY, MO

A/C Reg. No. N271MA

Time (Lcl) - 2105 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRSPEED(VR) - NOT OBTAINED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Occurrence #3 GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. LANDING GEAR, NOSE GEAR ASSEMBLY - SHEARED
 5. LANDING GEAR, WHEEL - SEPARATION
-

----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. - 2350 8/17/87 EXCELSIOR SPGS, MO A/C Reg. No. N3204V Time (Lcl) - 2030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-APPROACH	NONE	Pass 0	1	1	0

-----Aircraft Information-----

Make/Model	- BEECH 35	Eng Make/Model	- CONTINENTAL E-225-8	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 225 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	LIBERTY, MO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	EXCELSIOR SPRING MEM.
Wind Dir/Speed	- 100/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 19
Lowest Sky/Clouds	- 6000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 2005/ 48
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- DIRT
Condition of Light	- DAYLIGHT	- FORCED LANDING	Runway Status
			- WET
			HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 414	Last 24 Hrs - 2
SE LAND	Months Since - 4	Make/Model- 158	Last 30 Days- 27
	Aircraft Type - C-172	Instrument- 71	Last 90 Days- 62

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE PILOT DECLARED AN EMERGENCY OVER THE RADIO STATING THAT THE ENG WAS LOSING POWER AND THAT SHE WAS ATTEMPTING AN EMERG LNDG AT EXCELSIOR SPRINGS ARPT. THE PILOT STATED THAT SHE INITIATED A GO-AROUND, AFTER THE RWY WAS ASSURED, DUE TO THE INCURSION OF ANOTHER ACFT BACKTRACKING ON THE RWY, DIRECTLY IN HER PATH. OTHER WITNESSES STATED THAT THE ACFT, EITHER BOUNCED OFF THE RWY SURFACE, OR ATTEMPTED A LOW PASS AT A SLOW AIRSPEED. IT THEN VEERED LEFT FROM OVER THE RWY, DRAGGING THE LEFT WING TIP OVER HIGH VEGETATION; THE ACFT THEN IMPACTED THE CULTIVATED SOIL, CARTWHEEL FASHION. EVIDENCE WAS FOUND TO SUGGEST A POWERPLANT FAILURE DUE TO OIL STARVATION. THE ENGINE SUMP SHOWED THAT THE OIL QUICK-DRAIN FITTING WAS LOCKED IN THE OPEN POSITION. THE ENG HAD UNDERGONE AN OIL CHANGE JUST PRIOR TO THE ACCIDENT FLIGHT. AN ENG TEARDOWN AT THE MANUFACTURER'S FACILITIES REVEALED THAT A CATASTROPHIC FAILURE HAD OCCURRED DUE TO A LACK OF INTERNAL ENG COMPONENT LUBRICATION.

Brief of Accident (Continued)

File No. - 2350

8/17/87

EXCELSIOR SPGS, MO

A/C Reg. No. N3204V

Time (Lcl) - 2030 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL QUICKDRAIN/DRAIN PLUG - NOT SECURED
2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - OTHER PERSON
3. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
4. FLUID,OIL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
7. OBJECT - AIRCRAFT MOVING ON GROUND
8. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
9. GO-AROUND - IMPROPER - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation GO-AROUND (VFR)

Finding(s)

10. TERRAIN CONDITION - HIGH VEGETATION
11. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
12. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 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) 1,2,3,4,9,11,12

Factor(s) relating to this accident is/are finding(s) 6,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2392 11/15/87 MEXICALI, MX A/C Reg. No. N2484B Time (Lcl) - 1815 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PUBLIC USE	Fire	Crew	2	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	0
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - CESSNA 441	Eng Make/Model - GARRETT TPE331-8-4025	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9925	Engine Type - TURBOPROP	
No. of Seats - 5	Rated Power - 635 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAN DIEGO, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PALM SPRINGS, CA	Runway Ident - N/A
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - COMPANY (VFR)	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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 8000
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 - 3
		Last 30 Days- 4
		Last 90 Days- 68
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 441 OPERATED BY THE USCS COLLIDED WITH TERRAIN WHILE ON A AUTHORIZED NIGHT TACTICAL FLIGHT. THE COPILOT DID NOT MEET THE CURRENCY STANDARDS AS REQUIRED BY USCS AND WAS NOT QUALIFIED IN THE ACFT. THE FLIGHT ORIGINATED DURING THE DAYLIGHT HOURS AND CONTINUED TO ASTRONOMICAL TWILIGHT. THE PILOTS DID NOT DARK ADAPT PREVIOUS TO THE NIGHT CONDITIONS. DARK ADAPTION WAS IMPEDED BY FLIGHT THROUGH VARIOUS LIGHT CONDITIONS CREATED BY TERRAIN AND AMBIENT LIGHT LEVELS. WITH NIGHT VISION IMPEDED THE PILOT WOULD NOT HAVE BEEN ABLE TO DINSTINGUISH RELIEF OF THE TERRAIN. THE ACFT COLLIDED WITH A SMALL RIDGE THAT ABRUPTLY ROSE 300 FT.

Brief of Accident (Continued)

File No. - 2392

11/15/87

MEXICALI,MX

A/C Reg. No. N2484B

Time (Lcl) - 1815 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - UPHILL
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
7. VISUAL/AURAL DETECTION - PILOT IN COMMAND
8. VISUAL LOOKOUT - INADEQUATE - COPILOT/SECOND PILOT
9. VISUAL/AURAL DETECTION - COPILOT/SECOND PILOT
10. LACK OF RECENT INSTRUMENT TIME - COPILOT/SECOND PILOT
11. INADEQUATE TRANSITION/UPGRADE TRAINING - COPILOT/SECOND PILOT
12. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
13. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,8,9,10,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2374

9/26/87

ORLEANS, NE

A/C Reg. No. N4365

Time (Lcl) - 1300 CDT

-----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 - JENKINS PITTS S-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOLDREGE, NE
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - WET
HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 2280	Last 24 Hrs -	1
Make/Model-	25	Last 30 Days-	5
Instrument-	0	Last 90 Days-	125

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT WAS CRUISING AT 2,000 FT (AGL) WHEN THE ENGINE LOST POWER. HE TURNED TOWARD THE NEAREST SUITABLE EMERGENCY AIRFIELD BUT THE AIRCRAFT'S RATE OF DESCENT PRECLUDED THIS OPTION. THE PILOT SELECTED A ROAD AS ALTERNATE, BUT VEHICULAR TRAFFIC ON THE ROAD FORCED HIM TO ATTEMPT AN EMERGENCY LANDING IN A CULTIVATED ALFALFA FIELD. THE AIRCRAFT NOSED OVER AFTER IMPACT WITH THE TERRAIN. AN EXAMINATION OF THE FUEL SYSTEM AND POWERPLANT BY TWO FAA INSPECTORS REVEALED THAT A CONNECTING BOLT WAS MISSING FROM THE CARBURETOR THROTTLE CONTROL CABLE. OPERATION OF THE CARBURETOR THROTTLE LEVER AND BUTTERFLY WERE BENCH-CHECKED SATISFACTORILY. THE MISSING BOLT COULD NOT BE FOUND.

Brief of Accident (Continued)

File No. - 2374

9/26/87

ORLEANS,NE

A/C Reg. No. N4365

Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation CRUISE - NORMAL

1. THROTTLE/POWER LEVER, LINKAGE - MISSING

2. FUEL SYSTEM, CARBURETOR - DISCONNECTED

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

4. TERRAIN CONDITION - HIGH VEGETATION

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2352 7/06/87 ALTON BAY, NH A/C Reg. No. N1403W Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - LAKE LA-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3050
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BEDFORD, MA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAKE WINNIPESAUKEE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 46

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 252	Last 24 Hrs	- UNK/NR
Make/Model-	226	Last 30 Days-	UNK/NR
Instrument-	15	Last 90 Days-	22

Instrument Rating(s) - NONE

-----Narrative-----

THE LAKE RENEGADE 250 WAS MAKING A WATER TAKEOFF WHEN IT STARTED A SHARP LEFT TURN. THE AIRCRAFT STOPPED IN THE WATER AND THE PILOT EXITED WITHOUT INJURIES PRIOR TO THE AIRCRAFT TURNING OVER. EXAMINATION OF THE AIRCRAFT SHOWED THAT THE ENGINE PYLON HAD SEPARATED FROM THE FUSELAGE AND WAS ATTACHED ONLY BY THE RIGHT FLYING WIRE. THE OWNER HAD THE FAILED PARTS EXAMINED BY A INDEPENDENT LABORATORY AND THEY SAID THAT THERE WAS EVIDENCE OF A PRE-EXISTING FAILURE. WHEN THE PARTS WERE EXAMINED BY THE SAFETY BOARD'S METALLURGICAL LABORATORY, THEY WERE UNABLE TO SUPPORT THE RESULTS OF THE FIRST EXAMINATION AND CONCLUDED THE CAUSE OF THE FAILURE WAS OVERLOAD.

Brief of Accident (Continued)

File No. - 2352

7/06/87

ALTON BAY, NH

A/C Reg. No. N1403W

Time (Lcl) - 1000 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. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. NACELLE/PYLON, ATTACHMENT - OVERLOAD
4. NACELLE/PYLON, ATTACHMENT - SEPARATION

Occurrence #2 NOSE OVER

Phase of Operation TAKEOFF - ABORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2269 9/29/87 KINGSTON, NH A/C Reg. No. N7388S Time (Lcl) - 0940 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WOLFEBORO, NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNKNOWN	Runway Ident - N/A
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2893
SE LAND	Months Since - 1	Make/Model- 815
	Aircraft Type - UNK/NR	Instrument- 132
		Multi-Eng - 8
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLIGHT, THE PILOT NOTICED THE ENGINE RPM WAS HIGH. HE WAS UNABLE TO CONTROL THE RPM WITH THE PROP CONTROL. HE REDUCED THE THROTTLE SETTING, BUT SOON THEREAFTER, THE ENGINE BEGAN RUNNING ROUGH WITH A SEVERE VIBRATION. THE PILOT SELECTED A FIELD FOR AN EMERGENCY LANDING, BUT WAS UNABLE TO REACH IT. SUBSEQUENTLY, THE AIRCRAFT IMPACTED AT THE TOP OF AN EMBANKMENT AND WAS EXTENSIVELY DAMAGED. DURING THE INVESTIGATION, FRESH OIL WAS FOUND ON THE EXTERIOR BOTTOM OF THE FUSELAGE FROM THE AREA OF THE FIREWALL TO THE TAIL. THE OIL PRESSURE INDICATOR HOSE WAS FOUND TO HAVE BEEN BROKEN OFF AT THE FIRE WALL (ON THE ENGINE SIDE). ALSO, A LARGE HOLE WAS FOUND IN THE CRANKCASE WHERE THE #2 CONNECTING ROD HAD FAILED.

Brief of Accident (Continued)

File No. - 2269

9/29/87

KINGSTON,NH

A/C Reg. No. N7388S

Time (Lc1) - 0940 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL HOSE - FAILURE,TOTAL
2. FLUID,OIL - EXHAUSTION
3. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2348 6/16/87 WEST MILFORD,NJ A/C Reg. No. N9638L Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 172
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 - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
CALDWELL,NJ
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GREENWOOD LAKE
Runway Ident - 02
Runway Lth/Wid - 1838/ 50
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 250/006 KTS
Visibility - 30.0 SM

ATC/Airspace

Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 34
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 60	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA 172 IS REPORTED TO HAVE LOST POWER AFTER GETTING AIRBORNE WHILE MAKING A SHORT FIELD TAKEOFF FROM A 1838 FT LONG RUNWAY. THE STUDENT PILOT TOLD THE OPERATOR HE LANDED THE AIRCRAFT ON THE REMAINING RUNWAY AND RAN OFF THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT WENT DOWN AN EMBANKMENT AND SETTLED IN SOME TREES BELOW THE RUNWAY. THE CAUSE OF THE REPORTED POWER LOSS WAS NOT DETERMINED. THE PILOT DID NOT RESPOND TO INQUIRIES REGARDING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2348

6/16/87

WEST MILFORD, NJ

A/C Reg. No. N9638L

Time (Lcl) - 1100 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT - EMERGENCY

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - DOWNHILL

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2262 7/25/87 WRIGHTSTOWN,NJ A/C Reg. No. N5077Y Time (Lcl) - 2145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	1

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 310
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4600
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - MILITARY
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MCGUIRE
Runway Ident - 24
Runway Lth/Wid - 10000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP,CFI
SE LAND,ME LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3436
Last 24 Hrs - 6
Make/Model- 10
Last 30 Days- UNK/NR
Instrument- 178
Last 90 Days- 140
Multi-Eng - 551

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) & MULTI-ENG COMMERCIAL PLT (STUDENT) WERE ON A FLT FOR A CHECK-OUT IN THE CESSNA 310. DRG A SINGLE ENG GO-AROUND, THE STUDENT INCREASED THE PITCH ATTITUDE EXCESSIVELY & THE AIRSPEED DECAYED. THE CFI TOOK CONTROL OF THE ACFT & INCREASED POWER ON THE ENG THAT HAD BEEN RETARDED. HOWEVER, HE RPRTD THE ACFT BECAME UNCONTROLLABLE & STALLED. SUBSEQUENTLY, IT CONTACTED THE RWY IN A LEFT WING LOW ATTITUDE & WITH THE LANDING GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 2262

7/25/87

WRIGHTSTOWN,NJ

A/C Reg. No. N5077Y

Time (Lcl) - 2145 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 3. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 5. STALL - INADVERTENT -
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2248

8/01/87

SPARTA, NJ

A/C Reg. No. N735DS

Time (Lcl) - 1410 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	3	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/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 - UNK/NR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANDOVER, NJ
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-182Q

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	400
Make/Model-	UNK/NR
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR
Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED TO FLY NEAR POWER LINES, THEN ROLL INVERTED, CRASH & BURN IN A WOODED AREA. THE 4 OCCUPANTS RCVD MULTIPLE IMPACT INJURIES WHICH WERE FATAL. THE ACFT WAS DESTROYED BY THE IMPACT & POST CRASH FIRE. SVRL WITNESSES RPRTD THE ENG POWER WAS INTERMITTENT, BUT NO REASON WAS FND FOR THE RPRTD POWER LOSS. ALTHOUGH SOME WITNESSES ON THE GROUND THOUGHT THE ACFT STRUCK THE POWER LINES, AN AIRBORNE WITNESS (WHO SAW THE ACNT) SAID IT DID HIT THE LINES. NO PHYSICAL EVIDENCE OF A POWER LINE STRIKE WAS FOUND. TOXICOLOGY CHECKS OF THE PLT SHOWED MEASURABLE LVLS OF ALCOHOL & BUTALBITAL. CHECKS OF HIS LIVER TISSUE AT 2 LABS SHOWED APRX 0.07% ALCOHOL, ALTHOUGH A 3RD LAB ONLY DETECTED ALCOHOL (0.05%) IN KIDNEY TISSUE. THE PLT'S WIFE SAID HE HAD USED FIORINAL, A PRESCRIPTION DRUG FOR HEADACHES. BUTALBITAL IS AN ACTIVE INGREDIENT OF FIORINAL & IS A BARBITURATE WITH SIDE EFFECTS OF DROWSINESS & LOSS OF ALERTNESS. ALSO, THE EFFECTS OF BUTALBITAL ARE ADDITIVE WITH THOSE OF ALCOHOL. ON 10/28/85 (DATE OF MED CERT), THE PLT RPRTD HE HAD 400 HRS OF FLT TIME.

Brief of Accident (Continued)

File No. - 2248

8/01/87

SPARTA,NJ

A/C Reg. No. N735DS

Time (Lc1) - 1410 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. MANEUVER - INITIATED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
6. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
7. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2320 8/16/87 LAKEWOOD, NJ A/C Reg. No. N41994 Time (Lcl) - 1430 EDT

-----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	0	Serious	Minor	None
Accident Occurred During -LANDING			0	1	0	0
			0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAKEWOOD, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAKEWOOD
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND	Months Since - 6	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 12
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RETURNING TO THE ARPT AFT FLYING FOR ABT 30 MINS, THE ENG LOST PWR. THE PLT ATTEMPTED TO RESTART THE ENG BY CHECKING THE FUEL TANK GAUGES, CARB HEAT, MAGS, ETC BUT WITH NO SUCCESS. DURING THE FORCED LNDG, THE ACFT WAS STALLED INTO TREES. NO FUEL WAS FOUND IN THE FUEL LINES OR CARBURETOR. THE ENG WAS TEST RUN WITHOUT ANY PROBLEMS.

Brief of Accident (Continued)

File No. - 2320

8/16/87

LAKEWOOD,NJ

A/C Reg. No. N41994

Time (Lc1) - 1430 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. OBJECT - TREE(S)
6. STALL - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2266

8/31/87

MARLBORO,NJ

A/C Reg. No. N77DL

Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

0

0

1

0

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - MOONEY M20B

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-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- 130/010 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

LAKEWOOD,NJ

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

MARLBORO

Runway Ident - 27

Runway Lth/Wid - 2170/ 40

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

Age - 48

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 572 Last 24 Hrs - 3

Make/Model- 157 Last 30 Days- UNK/NR

Instrument- 70 Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE PLT'S 1ST APCH TO LAND, HE NOTED A WIND SHIFT & MADE A GO-AROUND. HE SAID THE WIND SHIFTED BACK IN FAVOR OF RWY 27, SO HE ATTEMPTED ANOTHER LANDING WITH A LONGER, LOWER APCH TO ACCOMMODATE THE WINDS. ALSO, HE NOTED THERE WERE TREES NEAR THE APCH END OF THE RWY. THE PLT STATED THAT ON THE 2ND APCH, HE FLARED OVER THE "NUMBERS" & THE ACFT TOUCHED DOWN ABOUT 1/3 OF THE WAY DOWN THE RWY. SUSPECTING ANOTHER WIND REVERSAL, HE ELECTED TO GO AROUND AGAIN. HOWEVER, ON THE 2ND GO-AROUND, THE ACFT HIT THE TOPS OF TREES NEAR THE DEPARTURE END OF THE RWY & CRASHED. NO PREIMPACT MECHANICAL PROBLEMS WERE EVIDENT.

Brief of Accident (Continued)

File No. - 2266

8/31/87

MARLBORO,NJ

A/C Reg. No. N77DL

Time (Lcl) - 1830 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. WEATHER CONDITION - UNFAVORABLE WIND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2306 8/31/87 BRIDGETON,NJ A/C Reg. No. N47993 Time (Lcl) - 1330 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 - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 180/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CROSS KEYS,NJ
Destination
BRIDGETON,NJ

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BUCKS FIELD
Runway Ident - 36
Runway Lth/Wid - 1900/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 207 Last 24 Hrs - UNK/NR
Make/Model- 207 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A LANDING WITH A TAILWIND OF 8-10 KNOTS. DURING LANDING ROLL THE AIRCRAFT PULLED TO THE LEFT AND POWER WAS ADDED FOR A GO AROUND. THE PILOT REPORTED, HOWEVER, THAT THE AIRCRAFT WOULD NOT BECOME AIRBORNE SO HE THEN DECREASED THE POWER AND THE AIRCRAFT CAME TO A STOP BETWEEN TREES AND BUSHES ON THE SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2306

8/31/87

BRIDGETON,NJ

A/C Reg. No. N47993

Time (Lc1) - 1330 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2393 10/27/87 BUENA,NJ

A/C Reg. No. N5082T

Time (Lcl) - 1845 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	2	0
NONE	Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BEECH 19A

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2250

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 100/015 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

MILLVILLE,NJ

Destination

LUMBERTON,NJ

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - ASPHALT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 27

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1736 Last 24 Hrs - UNK/NR

Make/Model- 15 Last 30 Days- UNK/NR

Instrument- 222 Last 90 Days- 44

Multi-Eng - 414

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BEECH MODEL 19 TOOK OFF IN IMC CONDITIONS WITH THE OWNER/OPERATOR AND A FLIGHT INSTRUCTOR ONBOARD. A FEW MINUTES AFTER TAKEOFF THE ACFT EXPERIENCED A LOSS OF ELECTRICAL POWER. A PRECAUTIONARY OFF AIRPORT LANDING ON A ROAD WAS MADE WITH THE AIRCRAFT RECEIVING SUBSTANTIAL DAMAGE. THE BATTERY WAS FOUND WITH A SPECIFIC GRAVITY OF ZERO; THE ALTERNATOR WORKED WHEN GROUND CHECKED; AND THE ALTERNATOR CIRCUIT BREAKER WAS FOUND IN THE OPEN POSITION. THE AIRCRAFT CHECKLIST WAS FOUND IN THE BACK POCKET OF THE RIGHT FRONT SEAT.

Brief of Accident (Continued)

File No. - 2393

10/27/87

BUENA,NJ

A/C Reg. No. N5082T

Time (Lcl) - 1845 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - CLOUDS
3. LIGHT CONDITION - DARK NIGHT
4. ELECTRICAL SYSTEM,BATTERY - EXHAUSTION
5. AIRCRAFT PREFLIGHT - INADEQUATE -
6. ELECTRICAL SYSTEM,CIRCUIT BREAKER - POPPED/TRIPPED
7. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

8. OBJECT - POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2283 11/01/87 FORKED RIVER, NJ A/C Reg. No. N333JL Time (Lcl) - 1200 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			1	0	0	0

-----Aircraft Information-----

Make/Model - BEECH F-33A	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WHITE PLAINS, NY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	KILL DEVIL HILL, NC	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1800
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND PASSENGER DEPARTED WHITE PLAINS, NEW YORK ON A VFR FLIGHT TO KILL DEVIL HILLS, NORTH CAROLINA. SEARCH EFFORTS WERE INITIATED WHEN THE AIRCRAFT FAILED TO ARRIVE AT ITS DESTINATION. A WITNESS IN A HUNTING CAMP NEAR THE CRASH SITE SAW THE AIRCRAFT IN A STEEP DESCENT AND HEARD IT IMPACT THE GROUND. CIVIL AIR PATROL PERSONNEL LOCATED THE WRECKAGE ON NOVEMBER 5. INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND AT A HIGH VELOCITY IN A 45 TO 60 DEGREE DESCENT. NO EVIDENCE OF A PREIMPACT FAILURE OR MALFUNCTION OF THE AIRCRAFT'S STRUCTURE, FLIGHT CONTROL SYSTEM OR POWERPLANT WAS FOUND. THE PILOT HAD BEEN HOSPITALIZED FOR GALLBLADDER SURGERY IN SEPTEMBER 1987 AND WAS TAKING PRESCRIPTION MEDICATION TO REDUCE ACID PRODUCED BY THE STOMACH AT THE TIME OF THE ACCIDENT. HOWEVER, NO EVIDENCE OF PILOT INCAPACITATION COULD BE FOUND.

Brief of Accident (Continued)

File No. - 2283

11/01/87

FORKED RIVER, NJ

A/C Reg. No. N333JL

Time (Lc1) - 1200 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2388 11/01/87 MANSFIELD,NJ A/C Reg. No. N341SB Time (Lcl) - 1638 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

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - COUDEN SKYBOLT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - FRANKLIN 6A-350-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 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 - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HACKETTSTOWN,NJ
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 720
Make/Model- 33
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 9
Last 90 Days- 31
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED ACFT PERFORMING MULTIPLE AEROBATIC MANEUVERS. THEY SAID AIRPLANE WAS PERFORMING VERTICAL MANEUVER OR NEARING TOP OF LOOP WHEN IT ENTERED AN INVERTED FLAT SPIN. ROTATION WAS STOPPED, BUT RECOVERY INCOMPLETE WHEN AIRPLANE CRASHED IN A HAY FIELD. WITNESSES SAID THEY HEARD LOUD ENGINE NOISE UNTIL IMPACT WITH GROUND. AIRPLANE DESTROYED BY IMPACT AND POSTCRASH FIRE. PROPELLER REVEALED EVIDENCE OF POWER AT IMPACT. EXAMINATION OF WRECKAGE REVEALED NO INDICATION OF PRE-IMPACT MALFUNCTION.

Brief of Accident (Continued)

File No. - 2388

11/01/87

MANSFIELD,NJ

A/C Reg. No. N341SB

Time (Lcl) - 1638 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 4. ALTITUDE - INADEQUATE -
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2221

7/03/87

LORDSBURG, NM

A/C Reg. No. N5032S

Time (Lcl) - 0830 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
NONE	Pass	0	0	3	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
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
CHANDLER, AZ
Destination
CARLSBAD, NM

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND
FREE BALLOON

Age - 40

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1452	Last 24 Hrs	- 2
Make/Model	- 53	Last 30 Days	- UNK/NR
Instrument	- 148	Last 90 Days	- 49
Multi-Eng	- 365		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE ON A X-COUNTRY FLT, A SEVERE ENG VIBRATION BEGAN. THE PLT REDUCED POWER & SLOWED THE AIRSPEED TO REDUCE THE SEVERITY OF THE VIBRATION. SUBSEQUENTLY, HE ELECTED TO MAKE A WHEELS-UP LANDING ON ROCKY DESERT TERRAIN. AFTER LANDING, HE DISCOVERED THE TIP OF ONE PROP BLADE HAD BROKEN OFF IN FLT. A METALLURGICAL EXAM REVEALED EVIDENCE OF FATIGUE FAILURE WHICH ORIGINATED NEAR THE LEADING EDGE OF THE BLADE.

Brief of Accident (Continued)

File No. - 2221

7/03/87

LORDSBURG,NM

A/C Reg. No. N5032S

Time (Lc1) - 0830 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
 2. PROPELLER SYSTEM/ACCESSORIES, BLADE - LOSS, PARTIAL
 3. MISCELLANEOUS - VIBRATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2274

5/24/87

FARMINGDALE, NY

A/C Reg. No. N65370

Time (Lcl) - 1318 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Injuries			None
	Fatal	Serious	Minor	
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - NORTH AMERICAN SNJ-2
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 5340
No. of Seats - 2

Eng Make/Model - P&W R-1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 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 - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

REPUBLIC
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
SE LAND, ME LAND
GLIDER

Age - 42

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	- 5800	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 PLT WAS PERFORMING TOUCH-&-GO LANDINGS. ON THE 3RD LANDING, THE MAIN GEAR COLLAPSED & THE ACFT RECEIVED SUBSTANTIAL DAMAGE. NO PRE-ACDNT PART FAILURE OR MALFUNCTION WAS REPORTED.

Brief of Accident (Continued)

File No. - 2274

5/24/87

FARMINGDALE, NY

A/C Reg. No. N65370

Time (Lc1) - 1318 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2297 7/03/87 JAMESTOWN, NY A/C Reg. No. N2460E Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	1	0	0

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- VARIABLE/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 50

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 110	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RENTED THE ACFT & FLEW TO A FIELD APRX 40 MI FROM THE DEP ARPT. AFTER LANDING, A PASSENGER BOARDED THE ACFT. THE STUDENT STARTED TO TAKEOFF AGAIN. DRG TAKEOFF, THE ACFT LIFTED OFF, BUT WOULD NOT CLIMB SUFFICIENTLY TO CLEAR TREES AT THE DEP END OF THE RWY. SUBSEQUENTLY, IT FLEW INTO THE TREES & WAS SUBSTANTIALLY DAMAGED. THE PLT THOUGHT THE ENG WAS AT FULL POWER DRG THE TAKEOFF. HE RPRTD THE WIND WAS VARIABLE AT 10 TO 15 KTS. ALSO, HE SAID HE THOUGHT THE WIND MAY HAVE SHIFTED AS HE WAS TAKING OFF. THE STUDENT DID NOT HAVE APPROVAL TO FLY THE ACFT BEYOND A 25 MI LIMIT FROM THE ORIGINAL DEP ARPT.

Brief of Accident (Continued)

File No. - 2297

7/03/87

JAMESTOWN,NY

A/C Reg. No. N2460E

Time (Lcl) - 1400 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. OBJECT - TREE(S)
 5. CLEARANCE - 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) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2295 7/13/87 MATTITUCK,NY A/C Reg. No. N36509 Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -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 - PIPER PA-28-160
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/010 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FARMINGDALE,NY
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

MATTITUCK
Runway Ident - 19
Runway Lth/Wid - 2200/ 130
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA

Age - 75

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10000	Last 24 Hrs	- UNK/NR
Make/Model-	1007	Last 30 Days-	UNK/NR
Instrument-	4000	Last 90 Days-	23
Multi-Eng	- 1500		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL, THE PLT TRIED TO CONTACT UNICOM, BUT WAS UNABLE. HE SAID HE CIRCLED THE 2200 FT RWY, BUT WAS UNABLE TO SEE THE WINDSOCK DUE TO REDUCED VISIBILITY WITH HAZE. HE ELECTED TO LAND ON RWY 19. THE ACFT TOUCHED DOWN ABOUT 500' FROM THE DEPARTURE END. DUE TO TREES AT THE DEPARTURE END, THE PLT ELECTED NOT TO ATTEMPT A GO-AROUND; HOWEVER, HE WAS UNABLE TO STOP ON THE REMAINING RWY. AFTER DEPARTING THE RWY, HE RECEIVED A HEAD INJURY & COULD NOT REMEMBER WHAT HAPPENED AFTER TOUCHDOWN. THE PLT RPTD THE WIND WAS FROM THE NORTHEAST AT 10 KTS.

Brief of Accident (Continued)

File No. - 2295

7/13/87

MATTITUCK, NY

A/C Reg. No. N36509

Time (Lcl) - 1230 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HAZE/SMOKE
 2. WEATHER CONDITION - TAILWIND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 5. GO-AROUND - NOT PERFORMED -
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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. - 2228 7/26/87 POESTENKILL, NY A/C Reg. No. N6313A Time (Lcl) - 0750 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - POSITIONING	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	QUAKER STREET, NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	TURNER FALLS, MA	Runway Ident - N/A
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2200 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2587
SE LAND	Months Since - 21	Make/Model- UNK/NR
	Aircraft Type - PA-28	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 NON-INSTRUMENT RATED PLT WAS ON A FLT TO PSN THE ACFT FOR SKY DIVING ACTIVITIES. AS HE WAS TRANSITING THE ALBANY ARPT RADAR SVC AREA AT 5500', RADIO AND RADAR CTC WERE LOST. SUBSEQUENTLY, THE ACFT CRASHED IN A STEEP DIVE AND WAS DEMOLISHED BY IMPACT. PSNL IN THE AREA RPRTD AN OVC COND AND ESTD THE VIS WAS AT LEAST 1 MI. ABT 12 MI ESE, THE 0750 ALBANY WX WAS IN PART: 1200' SCT, 6000' BKN. VIS 2 MI WITH FOG. LOW CLOUDS AT THE RPRTG STN HAD LIFTED BY THE TIME OF THE ACDNT. RADAR DATA SHOWED THE ACFT DEVIATED IN BOTH HDG AND ALT FM 5500', ENTERED A DIVE WITH COURSE REVERSALS; THEN PRIMARY RADAR TARGETS APPEARED JUST BFR RADAR CTC WAS LOST. BOTH WING TIPS SEPD IN FLT, BUT WERE NOT FND. PIECES OF WING SKIN WERE FND UP TO 400 YDS AWAY. LARGE DROOP WING TIPS WERE RPRTDLY INSTALLED, BUT NO AUTHORIZATION WAS FND FOR SUCH INSTALLATION. A PATHOLOGICAL EXAM SHOWED THE PLT HAD "MODERATE MILD CORONARY ARTERIOSCLEROSIS." THE POSSIBILITY OF AN ANTEMORTEM CARDIAC ISCHEMIA COULD NOT BE RULED OUT. THE PLT HAD PREVIOUSLY BEEN TREATED FOR A SUSPECTED HEART CONDITION.

Brief of Accident (Continued)

File No. - 2228

7/26/87

POESTENKILL,NY

A/C Reg. No. N6313A

Time (Lc1) - 0750 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. PHYSIOLOGICAL CONDITION - PILOT IN COMMAND
3. WING,WINGTIP -
4. MAINTENANCE,RECORDKEEPING - IMPROPER - COMPANY/OPERATOR MGMT
5. WEATHER CONDITION - CLOUDS
6. WEATHER CONDITION - FOG
7. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
8. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. WING - OVERLOAD
10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
11. WING,WINGTIP - SEPARATION

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) 7,8,10

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2263 7/31/87 WESTPORT, NY A/C Reg. No. N14037 Time (Lcl) - 1930 EDT

-----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	2	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- LAKE LA-4-250	Eng Make/Model	- LYCOMING IO-540-C4B5	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 5	Rated Power	- 250 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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 style="padding-left: 20px;">LAKE CHAMPLAIN</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 381
SE LAND, SE SEA	Months Since - 9	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 98
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

DRG THE TAKEOFF RUN ON A LAKE, THE AMPHIBIAN ENCTRD ROUGH WATER & BECAME AIRBORNE PREMATURELY. THE ACFT THEN SETTLED ONTO THE WATER IN A SLIGHTLY NOSE HIGH ATTITUDE & TOUCHED DOWN IN FRONT OF A LARGE WAVE. THE ACFT'S NOSE CRASHED HEAD-ON INTO THE WAVE WHICH ALMOST BROUGHT THE PLANE TO A COMPLETE STOP. WITHIN SECONDS, THE NOSE SANK & THE ACFT BECAME INVERTED. THE OCCUPANTS EXITED THRU A WINDOW THAT HAD COME OUT DRG IMPACT. THE ACFT CONTD TO FLOAT, ALTHOUGH THE CABIN AREA WAS COMPLETELY SUBMERGED.

Brief of Accident (Continued)

File No. - 2263

7/31/87

WESTPORT,NY

A/C Reg. No. N14037

Time (Lcl) - 1930 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. TERRAIN CONDITION - WATER,ROUGH
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. LIFT-OFF - PREMATURE -
4. STALL/MUSH - INADVERTENT -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - WATER,ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2308 8/12/87 LAKE GEORGE,NY A/C Reg. No. N8012Q Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - LAKE LA-4
Landing Gear - AMPHIBIAN
Max Gross Wt - 2690
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND 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
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
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,SE SEA

Age - 54
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	218	Last 24 Hrs	- UNK/NR
Make/Model-	40		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAKING OFF FROM A LAKE, THE AMPHIBIOUS AIRCRAFT STRUCK AN OBJECT. THE PLANE SETTLED BACK INTO THE WATER BREAKING THE WINDSHIELD ON THE PASSENGER'S SIDE. THE COCKPIT BEGAN FILLING WITH WATER AND THE ACFT SANK IN ABOUT 45 FEET OF WATER.

Brief of Accident (Continued)

File No. - 2308

8/12/87

LAKE GEORGE, NY

A/C Reg. No. N8012Q

Time (Lcl) - 1430 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - SUBMERGED OBJECT

----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. - 2321 8/15/87 DANSVILLE, NY A/C Reg. No. N7653 Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	0	1

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS-1-34	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 600	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DANSVILLE
Wind Dir/Speed- 010 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3635/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 78
SE LAND	Months Since - 23	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- 0
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AS HE WAS ADJUSTING HIS SEAT BELT WITH THE CANOPY OPEN, THE GLIDER BEGAN BEING PULLED BY THE TOW PILOTS ACFT. HE MANEUVERED THE WING TIP CLEAR OF SOME PARKED ACFT, GRABBED THE CANOPY HATCH, AND HELD IT SHUT DURING THE TKOF. THE COCKPIT CHECK HAD NOT BEEN COMPLETED AND THE DIVE BRAKES WERE UNLOCKED AND INADVERTENTLY LEFT OPEN DURING THE TKOF. WITH THE GLIDER IN THIS CONFIGURATION, IT WOULD NOT CLIMB SO THE TOW PLT CIRCLED THE FLD AND GAVE A MANDATORY WAVE OFF SIGNAL WHILE AT ABT 400 FT. THE GLIDER PLT TURNED 180 DEGREES IN AN EFFORT TO LND DOWNWIND BUT ENTERED A STALL. DURING THE RECOVERY THE LEFT WING COLLIDED WITH THE GROUND. THE GLIDER PLT STATED THAT HE SHOULD HAVE RELEASED IMMEDIATELY BEFORE BECOMING AIRBORNE. HE HAD OVER 51 HOURS LOGGED IN GLIDERS OF WHICH 6 WERE IN THE LAST 90 DAYS.

Brief of Accident (Continued)

File No. - 2321

8/15/87

DANVILLE, NY

A/C Reg. No. N7653

Time (Lc1) - 1300 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT OF OTHER AIRCRAFT
 2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 3. SPEED BRAKES - NOT CORRECTED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2389 8/22/87 MATTITUCK,NY A/C Reg. No. N2262N Time (Lcl) - 0928 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

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - REDER KR-2
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - MONNET E-V AERO VEE

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/025 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BROOKHAVEN,NY

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MATTITUCK

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

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 55

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

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- 8

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE EXPERIMENTAL HOMEBUILT ACFT IN A STEEP NOSE DOWN ATTITUDE DESCENT WITH ITS PROP ROTATING. NO WITNESSES WERE LOCATED WHO SAW THE ACFT PRIOR TO THE DESCENT, HOWEVER, PILOTS IN THE AREA REPORTED THAT WINDS WERE TURBULENT AND GUSTY. THE ACFT IMPACTED THE GROUND WITH ITS WINGS' LEVEL AT AN ANGLE OF BETWEEN 45 AND 60 DEGREES. ALTHOUGH THE POST-CRASH INVESTIGATION OF THE ACFT REVEALED USE OF NON-AVIATION PARTS AND IMPROPER INSTALLATIONS IN ITS CONSTRUCTION, NONE COULD BE TIED TO THE LOSS OF CONTROL OBSERVED BY THE WITNESSES. EXAM OF THE ACFT FLT CONTROLS AND THE POWERPLANT DID NOT REVEAL ANY PRE-IMPACT FAILURES OR MALFUNCTIONS. THE SEATBELTS WERE MISRIGGED AND PULLED OUT. THE PLT REPORTEDLY ROUTINELY OPERATED THE ACFT AT LOW ALTITUDES.

Brief of Accident (Continued)

File No. - 2389

8/22/87

MATTITUCK, NY

A/C Reg. No. N2262N

Time (Lc1) - 0928 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. FLIGHT CONTROL SYSTEM - INCORRECT
2. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - GUSTS
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. MISC EQPT/FURNISHINGS, SEAT BELT - SLIPPED
9. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

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. - 2345 9/11/87 RIVERHEAD, NY

A/C Reg. No. N15917

Time (Lcl) - 1501 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 110/008 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 900 FT
Lowest Ceiling - 900 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIDDERFORD, ME
Destination
NEW HAVEN, CT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NAVY CALVERTON
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER-CALM

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 22
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 - 1210
Make/Model - 47
Instrument - 72
Multi-Eng - 116
Last 24 Hrs - 4
Last 30 Days - UNK/NR
Last 90 Days - 171

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIPER PA-28-180 EXPERIENCED A POWER LOSS DUE TO FUEL EXHAUSTION WHILE FLYING OVER THE LONG ISLAND SOUND. THE PILOT WAS UNABLE TO REACH SHORE PRIOR TO DITCHING. THE DITCHING WAS SUCCESSFUL AND BOTH OCCUPANTS EXITED THE AIRCRAFT WITHOUT INJURIES. AFTER BEING IN THE WATER FOR A WHILE. THEY VOLUNTARILY SEPARATED AND ONE WAS EVENTUALLY PICKED UP AFTER BEING IN THE WATER 3 HOURS. THE OTHER OCCUPANT DROWNED AND WAS FOUND SEVERAL DAYS LATER. THE AIRCRAFT SANK AND WAS NOT RECOVERED. THE PILOT FAILED TO COMMUNICATE HIS SITUATION IN A TIMELY MANNER AND EVEN AFTER TELLING ATC THAT HE WAS LOW ON FUEL ACCEPTED A DESCENT WHICH REDUCED HIS GLIDING DISTANCE. IN ADDITION THERE WAS NO FLOTATION EQUIPMENT ON THE AIRCRAFT. THE PILOT SAID HE HAD PLANNED THE FLIGHT WITH A FUEL BURN OF 8-9 GPH. THE ACFT OWNER, WHO HAD PURCHASED THE ACFT 2 YRS PRIOR, STATED THAT HE ALWAYS FLT-PLANNED FOR 13 GPH WHEN FLYING CROSS-COUNTRY.

Brief of Accident (Continued)

File No. - 2345

9/11/87

RIVERHEAD, NY

A/C Reg. No. N15917

Time (Lc1) - 1501 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2287 11/26/87 SKANEATELES,NY A/C Reg. No. N5136Y Time (Lcl) - 1230 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

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 330/011 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 900 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOLLAND,MI
Destination
SAME AS ACC/INC

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 - VOR/DME
TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 500
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-----

PRIOR TO DEPARTURE FROM HOLLAND, MI THE PILOT RECEIVED A BRIEFING WHICH INCLUDED FLIGHT PRECAUTIONS FOR IFR CONDITIONS OVER HIS ENTIRE ROUTE OF FLIGHT AND OCCASIONAL LIGHT TO MODERATE RIME AND/OR MIXED ICING IN CLOUDS BELOW 18,000 FEET. THE PILOT ELECTED TO DEPART AND AT 1132 EST THE PILOT CALLED BUFFALO FLIGHT WATCH AND REQUESTED THE SYRACUSE WEATHER. THE PILOT WAS ADVISED THAT FLIGHT PRECAUTIONS EXISTED FOR OCCASIONAL RIME ICING BETWEEN 2,000 AND 9,000 FEET. WITNESSES OBSERVED THE AIRCRAFT MAKE A LEFT TURN FOR FINAL APPROACH, DESCEND RAPIDLY AND CRASH ON THE ROCKY SHORE OF LAKE SKANEATELES .5 NM EAST OF THE AIRPORT. THE AIRCRAFT DID NOT HAVE WING DEICING CAPABILITY. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES.

Brief of Accident (Continued)

File No. - 2287

11/26/87

SKANEATELES, NY

A/C Reg. No. N5136Y

Time (Lcl) - 1230 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

6. WING - ICE
7. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

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. - 2338 12/06/87 HECTOR, NY A/C Reg. No. N5052J Time (Lcl) - 2245 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
IN FLIGHT

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 310R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520M
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 25.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
MONTICELLO, NY
Destination
BUFFALO, 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 - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1798 Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- 78
Instrument- 160 Last 90 Days- UNK/NR
Multi-Eng - 479

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT MADE A ROUTINE IFR POSITION REPORT 12 MINUTES PRIOR TO THE ACCIDENT. WITNESSES OBSERVED AN "ORANGE BALL" BEFORE THE CRASH. EVIDENCE AT THE CRASH SITE SHOWED INFLIGHT JETTISON OF THE PILOT'S EMERGENCY WINDOW, POSITIVE AERODYNAMIC OVERLOAD SEPARATION OF THE HORIZONTAL STABILIZER AND ELEVATOR COMPONENTS, AND PARTIAL EXPENDITURE OF THE COCKPIT PORTABLE FIRE EXTINGUISHER. THERE WAS EVIDENCE OF INFLIGHT FIRE OUTBOARD OF THE RIGHT ENGINE WHERE A LOOSE B-NUT WAS FOUND ON A FUEL LINE. THE MOST EXTENSIVE FIRE DAMAGE WAS LOCATED IN THE RIGHT COCKPIT FLOORBOARD AREA. TOX EXAM OF THE PLT REVEALED A 10 PERCENT CARBON MONOXIDE LEVEL HOWEVER AN OXYGEN SYSTEM WAS INSTALLED ON THE ACFT WHICH MAY HAVE BEEN USED BY THE PLT DURING THE INFLT EMGCY.

Brief of Accident (Continued)

File No. - 2338

12/06/87

HECTOR,NY

A/C Reg. No. N5052J

Time (Lc1) - 2245 EST

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,LINE FITTING - LOOSE
2. MAINTENANCE,INSTALLATION - IMPROPER - UNKNOWN
3. FLUID,FUEL - LEAK
4. WING - FIRE
5. FUSELAGE,CABIN - FIRE

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. FLIGHT CONTROL,ELEVATOR - SEPARATION
7. FLIGHT CONTROL,ELEVATOR - OVERLOAD
8. HORIZONTAL STABILIZER SURFACE - SEPARATION
9. HORIZONTAL STABILIZER SURFACE - OVERLOAD

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2250 2/24/87 MISSING ACFT, A/C Reg. No. N8307H Time (Lcl) - 1816 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
DESTROYED
Fire UNK/NR

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-44-180T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - LYCOMING T0-360-E1A6D
Number Engines - 2
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 - UNK/NR
Wind Dir/Speed - UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OVERCAST
Obstructions to Vision - UNK/NR
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VAN NUYS, CA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - IFR
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 23

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 792	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 INSTRUCTOR PLT (CFI) & THE SINGLE-ENG, PVT PLT (OWNER) WERE ON A FLT TO CONDUCT MULTI-ENG TRAINING FOR THE NEW OWNER. DRG THE FLT, THE CREW CONTACTED LOS ANGELES TRACON & REQUESTED A VOR APCH TO THE SANTA MONICA ARPT & SAID THEY WOULD NOT BE ABLE TO MAINT VFR. TRACON ASSIGNED AN ALT OF 3000' & STARTED PROVIDING VECTORS TO THE FLT. SHORTLY THEREAFTER, RADIO & RADAR CONTACT WITH THE ACFT WERE LOST AS IT WAS FLYING OVER OCEAN WATERS ABOUT 12 MI WEST OF LOS ANGELES. NEITHER THE ACFT NOR THE OCCUPANTS WERE FND. THE ACFT WAS PRESUMED TO HAVE CRASHED IN THE OCEAN & THE CREW WERE PRESUMED TO HAVE BEEN FATALLY INJURED. RAINSHOWERS & A THUNDERSTORM WERE RPRTD TO BE IN THE AREA.

Brief of Accident (Continued)

File No. - 2250

2/24/87

MISSING ACFT,

A/C Reg. No. N8307H

Time (Lc1) - 1816 PST

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. - 2251 6/08/87 MISSING ACFT, A/C Reg. No. N55186 Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	UNK/NR	Pass 0	0	0	0
Accident Occurred During -UNKNOWN					

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	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 - 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	SAN JOSE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	UNKNOWN	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 208
SE LAND	Months Since - 19	Make/Model- 33
	Aircraft Type - C-152	Instrument- UNK/NR
		Multi-Eng - 33
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 29
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 1852 PDT ON 6/8/87, THE PLT TOOK OFF FROM THE REID-HILLVIEW ARPT & DEPD TO THE EAST OF SAN JOSE, CA. AFTER DEPARTURE, THERE WAS NO FURTHER CONTACT WITH THE ACFT. A SEARCH WAS INITIATED, BUT THE ACFT WAS NOT FOUND. IT WAS PRESUMED TO HAVE BEEN DESTROYED & THE PLT WAS PRESUMED TO HAVE BEEN FATALY INJURED.

Brief of Accident (Continued)

File No. - 2251

6/08/87

MISSING ACFT,

A/C Reg. No. N55186

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. - 2273 11/11/87 ATLANTIC OCEAN, A/C Reg. No. N813PA Time (Lcl) - 2046 AST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-PAN AMERICAN WORLD AIRWAY	MINOR						
Type of Operation	-SCHEDULED,INTL,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	7	3	
Accident Occurred During	-CRUISE			0	3	25	102	

-----Aircraft Information-----

Make/Model	- AIRBUS A310	Eng Make/Model	- P&W PW-4152	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED-	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 330693	Engine Type	- TURBOFAN		
No. of Seats	- 280	Rated Power	- 52000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	NEW YORK,NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CRCS,VENEZUELA	
Wind Dir/Speed- 260/055 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 14233
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- 625
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPT SAID HE EXPECTED SOME WX DRG THE 1ST 2 HRS OF FLT. AFTER LVLG AT FL 330, THE ACFT WAS IN CLEAR WX, BUT LGT TURBC CONTD FOR A TIME. AFTER THE TURBC HAD STOPPED & THERE WERE NO WX RTRNS ON THE RADAR, THE SEAT BELT SIGN WAS TURNED OFF, ALTHOUGH THE CAPT SUGGESTED TO THE PAX THAT THEY KEEP THEIR SEAT BELTS FASTENED. ABOUT 15 MINUTES LATER (APRX 2 HR & 6 MIN AFTER TKOF), THE ACFT ENCTRD SVR CLEAR AIR TURBC (CAT) W/O WARNING. SUBSEQUENTLY, IT PITCHED, THE AUTO-PLT DISCONNECTED & 35 OCCUPANTS WERE INJURED. THREE PAX WERE SERIOUSLY INJURED; 25 PAX & 7 FLT ATTENDANTS RCVD MINOR INJURIES. THE FLT THEN DIVERTED TO MIAMI WHERE THE INJURED WERE TREATED. A WX STUDY SHOWED THE TURBC WAS ENCTRD NEAR THE EDGE OF THE JET STREAM WHERE THE ACFT HAD CROSSED ABOUT 6000' OVER A CELL (OR GROUP OF CELLS). WINDS AT THAT POINT WERE ESTD TO BE FROM 260 DEG AT ABOUT 55 KTS. MODERATE TO SVR TURBC WAS FORECAST NEAR RAIN SHOWERS &/OR TSTMS.

Brief of Accident (Continued)

File No. - 2273

11/11/87

ATLANTIC OCEAN,

A/C Reg. No. N813PA

Time (Lcl) - 2046 AST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - TURBULENCE, CLEAR AIR
 3. SEAT BELT SIGN - NOT USED - PILOT IN COMMAND
 4. SEAT BELT - NOT USED - FLIGHT ATTENDANT
 5. SEAT BELT - NOT USED - PASSENGER
-

----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. - 2346

4/22/87

HILLSBORO, OH

A/C Reg. No. N329RM

Time (Lcl) - 1132 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries
Fatal Serious Minor None

Type of Operation -PERSONAL

Fire Crew 0

0 0 1 0

Flight Conducted Under -14 CFR 91

NONE Pass 0

0 0 0 0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - MCLANE MQNI

Eng Make/Model - KFM MAXI 107

ELT Installed/Activated - NO -N/A

Landing Gear - UNK/NR

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 30 HP

-----Environment/Operations Information-----

Weather Data

WX Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 280/003 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HIGHLAND COUNTY

Runway Ident - 05

Runway Lth/Wid - 3520/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 73

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 912 Last 24 Hrs - 2

SE LAND

Months Since - 4

Make/Model- 13 Last 30 Days- 8

Aircraft Type - UNK/NR

Instrument- 5 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

AFT TKOF FM THE 3520 FOOT RWY, THE PLT STATED THAT AT APT MIDPOINT WITH APPROX 1700 FT OF RWY REMAINING, THE ENG SPUTTERED AND STOPPED. HE WAS ABLE TO RESTART IT AGAIN BUT AFT SEVERAL SECONDS IT STOPPED AGAIN AND HE COULD NOT RESTART IT. THE PLT THEN DEVOTED HIS FULL ATTENTION TO LNDG THE ACFT STRAIGHT AHEAD. DURING THE LNDG, THE ACFT STRUCK A TREE WITH ITS LEFT WING, SPUN AROUND, AND SETTLED TO THE GROUND. INSPECTION OF THE ENG DID NOT REVEAL ANY REASON FOR ITS LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2346

4/22/87

HILLSBORO, OH

A/C Reg. No. N329RM

Time (Lcl) - 1132 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2214 6/13/87 LISBON, OH A/C Reg. No. N984B Time (Lcl) - 2003 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL					
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	1	0
Accident Occurred During	-TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model	- BELL 47G-2	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	- 2450	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	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 230/003 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	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 6488	Last 24 Hrs - 1
	Months Since - 12	Make/Model- 6158	Last 30 Days- 45
HELICOPTER	Aircraft Type - 47G-2	Instrument- 55	Last 90 Days- 62
			Rotorcraft - 6309

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER ROLLED OVER AS IT WAS LIFTING OFF FROM A TRANSPORT TRAILER. A POST-CRASH EXAM REVEALED THAT THE LEFT REAR TIE-DOWN STRAP ON THE TRAILER WAS WRAPPED AROUND ONE OF THE HELICOPTER SKIDS. THE GROUND CREWMAN BELIEVED HE HAD REMOVED ALL OF THE STRAPS PRIOR TO THE ATTEMPTED TAKEOFF. THE PLT STATED HE HAD VISUALLY CHECKED ALL TIE-DOWN STRAPS DURING HIS PREFLT. HOWEVER, THERE WAS EVIDENCE THE LEFT REAR TIE-DOWN STRAP (WHICH WAS ATTACHED TO THE TRAILER) HAD NOT BEEN UNHOOKED PROPERLY. THE PLT ACKNOWLEDGED THAT A HANDS-ON INSPN OF THE STRAP MAY HAVE PREVENTED THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 2214

6/13/87

LISBON, OH.

A/C Reg. No. N984B

Time (Lc1) - 2003 EDT

Occurrence #1 ROLL OVER
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - GROUND PERSONNEL
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. LANDING GEAR, SKID ASSEMBLY - MOVEMENT RESTRICTED

-----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. - 2222 7/09/87 BUCYRUS, OH A/C Reg. No. N7845 Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-MANEUVERING						

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - 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- 230/008 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BUCYRUS, OH</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND, SE SEA</p> <p>HELICOPTER</p>	<p>Age - 68</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - PA-36</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 13000</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 200</td> <td>Last 30 Days- 35</td> </tr> <tr> <td>Instrument- 2050</td> <td>Last 90 Days- 50</td> </tr> <tr> <td>Multi-Eng - 2500</td> <td>Rotorcraft - 112</td> </tr> </table>	Total - 13000	Last 24 Hrs - 2	Make/Model- 200	Last 30 Days- 35	Instrument- 2050	Last 90 Days- 50	Multi-Eng - 2500	Rotorcraft - 112
Total - 13000	Last 24 Hrs - 2									
Make/Model- 200	Last 30 Days- 35									
Instrument- 2050	Last 90 Days- 50									
Multi-Eng - 2500	Rotorcraft - 112									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLT WAS APCHG A FIELD TO SPREAD FERTILIZER, THE ACFT COLLIDED WITH A TREE & CRASHED TO THE GROUND. THE PLT RECEIVED A HEAD INJURY & SAID HE COULD NOT RECALL THE ACDNT. ACCORDING TO HOSPITAL RECORDS, HE WAS SUFFERING FROM PNEUMONIA & HAD A 101 DEG TEMP WHEN THE ACDNT OCCURRED. A WITNESS SAID THE ENG WAS RUNNING NORMALLY PRIOR TO THE ACDNT.

Brief of Accident (Continued)

File No. - 2222

7/09/87

BUCYRUS,OH

A/C Reg. No. N7845

Time (Lc1) - 1030 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(ORGANIC PROBLEM) - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2293 12/11/87 RICHMOND HTS,OH A/C Reg. No. N9494J Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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- 160/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 8000 FT
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MT. VERNON,OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CUYAHOGA
Runway Ident - 23
Runway Lth/Wid - 5101/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 61

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 152	Last 24 Hrs	- 1
Make/Model-	152	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT BEGAN TAKING OFF ON RWY 23 WITH A WIND FROM 160 DEG AT 13 KTS. THE TOWER CTLR SAW THE ACFT TURN SHARPLY TO THE LEFT AFTER LIFT-OFF & SUBSEQUENTLY IMPACT ABOUT 250' LEFT OF THE RWY. THE CTLR SAID THE PLT APPEARED TO HAVE "JERKED" THE ACFT OFF OF THE RWY, & THAT IT SUBSEQUENTLY CLIMBED NO HIGHER THAN ABOUT 25 FT AGL. THE PLT RECEIVED SERIOUS FACIAL INJURIES DRG THE ACDNT. HE LATER RPRTD HE HAD NO RECOLLECTION OF THE ACDNT OR OF THE EVENTS IMMEDIATELY PRECEDING IT. A POST-CRASH EXAM OF THE ACFT REVEALED NO EVIDENCE OF ANY PREEXISTING MECH MALFUNCTION OR FAILURE. AN EXAM OF THE SEAT REVEALED IT WAS SECURELY ATTACHED TO THE SEAT TRACKS & THAT THE LATCH FUNCTIONED PROPERLY.

Brief of Accident (Continued)

File No. - 2293

12/11/87

RICHMOND HTS, OH

A/C Reg. No. N9494J

Time (Lcl) - 1400 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2377 9/14/87 GUTHRIE,OK A/C Reg. No. N4274A Time (Lcl) - 2020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
3

-----Aircraft Information-----

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C/-CB ELT Installed/Activated - UNK/NR
Number Engines - 2 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 170/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 7500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
COLUMBIA,MO
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TRAFFIC ADVISORY
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

GUTHRIE MUNI.
Runway Ident - 16
Runway Lth/Wid - 3000/ 60
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 42
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 - 9729 Last 24 Hrs - 4
Make/Model- 899 Last 30 Days- UNK/NR
Instrument- 1203 Last 90 Days- 230
Multi-Eng - 3661 Rotorcraft - 2147

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FAILED TO ENSURE THAT THE LANDING GEAR WAS DOWN AND LOCKED. THE AIRCRAFT LANDED GEAR UP AND RECEIVED SUBSTANTIAL DAMAGE. THE GEAR WAS LOWERED NORMALLY AFTER THE AIRCRAFT WAS LIFTED FROM THE RUNWAY.

Brief of Accident (Continued)

File No. - 2377

9/14/87

GUTHRIE,OK

A/C Reg. No. N4274A

Time (Lcl) - 2020 CDT

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR DOWN AND LOCKED - NOT OBTAINED - PILOT IN COMMAND
2. CHECKLIST - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2366 10/26/87 ARDMORE,OK A/C Reg. No. N742WP Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	2
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-60	Eng Make/Model	- LYCOMING IO-540-K1JS	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 290 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/008 KTS</p> <p>Visibility - 40.0 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;">ARLINGTON, TX</p> <p>Destination</p> <p style="padding-left: 20px;">ARDMORE, OK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ARDMORE</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 2500/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 3840
SE LAND, ME LAND	Months Since - 6	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 348
		Multi-Eng - 2315
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 94

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING, THE AIRCRAFT TOUCHED DOWN ABOUT 15 FEET SHORT OF THE RUNWAY CAUSING THE RT MAIN GEAR TO COLLAPSE. THE ACFT SLID APPROX 800 FT BEFORE COMING TO REST ON THE RWY. BOTH GEAR PENETRATED THE UPPER SKIN ON THE WINGS.

Brief of Accident (Continued)

File No. - 2366

10/26/87

ARDMORE,OK

A/C Reg. No. N742WP

Time (Lcl) - 1430 CST

Occurrence #1 UNDERSHOOT

Phase of Operation LANDING - FLARE/TOUCHDOWN

1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

3. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2368 11/12/87 LAWTON,OK A/C Reg. No. N65584 Time (Lcl) - 1040 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAWTON MUNICIPAL
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8599/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 1273
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- 81
		Last 90 Days- 1
		Rotorcraft - 1252

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT DURING FLARE/TOUCHDOWN THE AIRCRAFT BOUNCED AND CAME DOWN HARD ON THE NOSE GEAR COLLAPSING IT AND DAMAGING THE PROP AND FIREWALL. THE MAJORITY OF THE STUDENT PILOTS FLT TIME WAS OBTAINED WHILE IN THE MILITARY.

Brief of Accident (Continued)

File No. - 2368

11/12/87

LAWTON,OK

A/C Reg. No. N65584

Time (Lcl) - 1040 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2380

12/02/87

MANGUM,OK

A/C Reg. No. N3888V

Time (Lc1) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
ALTUS,OK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MANGUM
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

Wind Dir/Speed- 150/002 KTS
Visibility - 12.0 SM.
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25
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 - 65	Last 24 Hrs - UNK/NR
Make/Model- 65	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, THE ENGINE STARTED RUNNING ROUGH DURING CRUISE FLIGHT. HE ELECTED TO MAKE A FORCED LANDING AND INTENTIONALLY STALLED THE AIRCRAFT INTO SOME TREES TO CUSHION THE IMPACT, SUBSTANTIALLY DAMAGING THE AIRCRAFT. THE PILOT FURTHER STATED THAT THE ROUGH RUNNING ENGINE WAS DUE TO FUEL STARVATION.

Brief of Accident (Continued)

File No. - 2380

12/02/87

MANGUM,OK

A/C Reg. No. N3888V

Time (Lc1) - 1730 CST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - 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 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2370 12/29/87 FARGO, OK A/C Reg. No. N94546 Time (Lcl) - 0815 CST

-----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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
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-U
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- 230/006 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 570
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 TAKEOFF ROLL, THE ENGINE RPM DROPPED TO 2600 AND STARTED RUNNING ROUGH. SHORTLY AFTER TAKEOFF, THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING. DURING LANDING ROLL THE AIRCRAFT'S LEFT WING HIT A TREE CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT. PRIOR TO THIS FLIGHT THE PILOT HAD CHANGED HIS OWN OIL AND FAILED TO GET THE NEW OIL FILTER ON PROPERLY, ALLOWING OIL TO BLOW OUT. THE PILOT STATED THAT ON RUNUP, THE PROPELLER "ACTED SLOW" HOWEVER HE ASSOCIATED THIS WITH THE COLD WEATHER.

Brief of Accident (Continued)

File No. - 2370

12/29/87

FARGO,OK

A/C Reg. No. N94546

Time (Lcl) - 0815 CST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LUBRICATING SYSTEM,OIL FILTER/SCREEN - CROSS/STRIPPED THREADED
2. LUBRICATING SYSTEM,OIL FILTER/SCREEN - LEAK
3. MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND
4. PROPELLER GOVERNOR CONTROL - FLUCTUATING
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2227 12/30/87 MOLALLA,OR

A/C Reg. No. N2758F

Time (Lcl) - 1505 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed - 340/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - OVERCAST
Obstructions to Vision - FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOS BANOS,CA
Destination
BATTLE GROUND,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 129	Last 24 Hrs	- UNK/NR
Make/Model	- 64	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 RECENTLY CERTIFICATED, NON-INSTRUMENT RATED, PVT PLT FLEW INTO AN AREA OF LOW CEILINGS, LOW VIS, RAIN & SNW W/O FILING A FLT PLAN. NO RECORD OF A WX BRIEFING WAS FND. A SURVIVING PAX RPRTD, THAT DRG FLT, THE PLT FLEW INTO CLDS THAT WERE INITIALLY SCATTERED, BUT AS THE FLT CONTD, THE CLDS BCM THICKER & DARKER. THE PAX SAID THEY FLEW INTO "ICE CLOUDS." ICE ACCUMULATED ON THE ACFT & THE ENG BGN TO FALTER. RPRTDLY, CARB HEAT WAS APPLIED TOO LATE TO PREVENT ENG STOPPAGE. A DISTRESS CALL WAS MADE AT 1501 PST. SOON THEREAFTER, THE PLT TRANSMITTED THEY WERE "GOING DOWN" & THEN RADAR & RADIO CTC WERE LOST. THE ACFT COLLIDED WITH TREES ON MTN TERRAIN & CRASHED. THE EMERG LOCATOR BCN (ELT) DID NOT OPER. THE ACFT WAS NOT FND UNTIL 1012 PST THE NEXT DAY APRX 1 MI FM WHERE RADAR CTCT WAS LOST. THERE WAS EVIDENCE THAT SNW & ICE HAD ACCUMULATED IN THE ENG AIR FILTER. ICE WAS FND IN THE WIRE SCREEN & PLENUM BHND THE FILTER. CARB HEAT WAS ON. RESIDENTS APRX 5 MI AWAY SAID HVY SNW WAS FALLING. TWO DEFECTIVE TRANSISTORS WERE FND IN THE ELT WHICH WOULD HAVE PREVENTED OPN.

Brief of Accident (Continued)

File No. - 2227

12/30/87

MOLALLA,OR

A/C Reg. No. N2758F

Time (Lc1) - 1505 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - ICING CONDITIONS
6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
7. INDUCTION AIR CONTROL,AIR FILTER/SCREEN - BLOCKED(TOTAL)
8. INDUCTION AIR CONTROL,AIR FILTER/SCREEN - ICE

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

9. CARBURETOR HEAT - DELAYED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT

Finding(s)

10. TERRAIN CONDITION - HIGH TERRAIN
11. OBJECT - TREE(S)

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2217 5/29/87 MT HOLLEY SPRGS,PA A/C Reg. No. N705X Time (Lcl) - 1504 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - SCHLEICHER ASW-20L
Landing Gear - UNK/NR
Max Gross Wt - 1000
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRFIELD,PA
Destination
WESTMINSTER,MD

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

GLIDER

Age - 36
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - ASW-20L

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	454
Last 24 Hrs	0
Last 30 Days	UNK/NR
Last 90 Days	21

Make/Model- 196
Instrument- 3

Instrument Rating(s) - NONE

-----Narrative-----

JUST BEFORE TOUCHDOWN, DURING AN OFF-ARPT LANDING, THE PLT TRIED TO EXTEND THE FLAPS FROM A 30 DEG POSITION TO FULL DOWN (55 DEG). HE SAID THAT DUE TO HIS SHORT STATURE & SEAT POSITION, HE HAD DIFFICULTY POSITIONING HIS LEFT ARM TO DO THIS. AS HE TRIED TO APPLY FULL FLAPS, THEY INADVERTENTLY RETRACTED TO A NEGATIVE 11 DEG POSITION. THE GLIDER THEN PITCHED DOWN FROM ABOUT 6 TO 8 FT AGL & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2217

5/29/87

MT HOLLEY SPRGS, PA

A/C Reg. No. N705X

Time (Lcl) - 1504 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LOWERING OF FLAPS - ATTEMPTED - PILOT IN COMMAND
2. RAISING OF FLAPS - INADVERTENT - PILOT IN COMMAND
3. FLARE - NOT POSSIBLE -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2298 6/28/87 KRALLTOWN, PA A/C Reg. No. N9399L Time (Lc1) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire		Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	Serious	None
Accident Occurred During	-TAKEOFF				0	Minor	1
					0		1

-----Aircraft Information-----

Make/Model	- AMERICAN AVIATION AA-1A	Eng Make/Model	- LYCOMING O-235-C2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1465	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">MARIETTA, PA</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 style="padding-left: 20px;">BERMUDIAN VALLEY</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 2130/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 223
SE LAND	Months Since - 8	Make/Model- 102
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO TAKEOFF FROM A 2130 FT GRASS STRIP ON A RELATIVELY HOT & HUMID DAY WITH AN AIR TEMP OF 85 DEG. ABOUT 2/3 OF THE WAY DOWN THE RWY, HE ROTATED THE ACFT TO TAKEOFF, BUT IT WOULD NOT CLIMB SUFFICIENTLY TO CLEAR A HILL BEYOND THE ARPT BOUNDARY. SUBSEQUENTLY, THE ACFT TOUCHED DOWN, RAN INTO THE TREES & WAS SUBSTANTIALLY DAMAGED. ABOUT 1-1/2 HRS LATER, THE OPERATOR CAME TO THE ACFT. WHILE DISCONNECTING THE BATTERY, SPARKS IGNITED LEAKING FUEL & THE ACFT WAS FURTHER DAMAGED BY FIRE.

Brief of Accident (Continued)

File No. - 2298

6/28/87

KRALLTOWN, PA

A/C Reg. No. N9399L

Time (Lc1) - 1730 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

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. - 2296 7/05/87 ROSEVILLE, PA A/C Reg. No. N7933F Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -CLIMB					1

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WELLSBORO, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ELMIRA, NY	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 113
SE LAND	Months Since - 6	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES RPRTD THE ACFT FLEW OVER A PVT STRIP AT LOW ALT, THEN IT BEGAN CLIMBING OVER RISING, WOODED TERRAIN. SUBSEQUENTLY, THE ACFT WOULD NOT OUTCLIMB THE TERRAIN & IT CRASHED INTO THE TREETOPS. NO PREIMPACT MECHANICAL PROBLEM WAS FOUND.

Brief of Accident (Continued)

File No. - 2296

7/05/87

ROSEVILLE, PA

A/C Reg. No. N7933F

Time (Lc1) - 1230 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - RISING
5. OBJECT - TREE(S)
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2302

7/25/87

PALMYRA, PA

A/C Reg. No. N2317F

Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries			None
	Serious	Minor		
Crew 0	0	0	1	
Pass 0	2	0	4	

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 6.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
WILDWOOD, NJ
Destination
PALMYRA, PA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

REIGLE FIELD
Runway Ident - 31
Runway Lth/Wid - 1950/ 40
Runway Surface - ASPHALT
Runway Status - WET
HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 303	Last 24 Hrs - 2
Make/Model- 85	Last 30 Days- UNK/NR
Instrument- 9	Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA 210 WAS CRUISING ENROUTE WHEN IT EXPERIENCED A LOSS OF POWER WHICH THE PILOT ATTRIBUTED TO LOW FUEL/ EXHAUSTION. HE THEN ATTEMPTED AN APPROACH AT REIGLE FLD BUT WAS TOO LONG AND, WENT AROUND. ON HIS SECOND APPROACH, HE WAS AGAIN HIGH AND LONG, AND WENT AROUND A SECOND TIME. ON DOWNWIND FOR HIS THIRD LANDING, THE ENGINE QUIT AGAIN. THE PILOT WAS FORCED TO LAND IN A CORNFIELD.

Brief of Accident (Continued)

File No. - 2302

7/25/87

PALMYRA, PA

A/C Reg. No. N2317F

Time (Lcl) - 2030 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 6. TERRAIN CONDITION - CROP
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2291 8/04/87 PROSPECTVILLE, PA A/C Reg. No. N33791 Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage				
		SUBSTANTIAL				
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-APPROACH			0	0	0
					Minor	None
					0	1
					0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2050	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	TURNER FIELD
Wind Dir/Speed	- 280/002 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 32
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- 2150/ 50
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 39
	Months Since - N/A	Make/Model	- 39
	Aircraft Type - N/A	Instrument	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING TAKEOFFS & LANDINGS. HE RPRTD THAT ON THE 2ND APCH, HE APPEARED TO BE LANDING TOO LONG, SO HE INITIATED A GO-AROUND. HOWEVER, HE SAID THE ACFT THEN ENTERED A DEPARTURE STALL & SETTLED INTO SHRUBS & TREES ADJACENT TO THE RWY.

Brief of Accident (Continued)

File No. - 2291

8/04/87

PROSPECTVILLE, PA

A/C Reg. No. N33791

Time (Lcl) - 1700 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. GO-AROUND - INITIATED -
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - 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) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2264 8/23/87 BEAVER FALLS, PA A/C Reg. No. N93012 Time (Lcl) - 1845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING			0	1	2	7

-----Aircraft Information-----

Make/Model - BOEING B-17G	Eng Make/Model - WRIGHT R-1820	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 36	Rated Power - 1525 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BEAVER FALLS, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BEAVER COUNTY
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 100
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 72	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 28200
SE LAND, ME LAND	Months Since - 14	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 22000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 47
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DRG AN APCH IN GUSTY WINDS, THE PLT NOTED A RGT X-WIND. HE STATED THAT AFTER TOUCHDOWN, THE ROLL-OUT WAS STABILIZED FOR A SHORT DISTANCE, THEN THE RGT WING BEGAN TO LIFT. HE APPLIED FULL AILERON & RUDDER TO MAINT CONTROL, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. THE ACFT CONTD OFF AN EMBANKMENT AT THE DEP END OF THE RWY & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2264

8/23/87

BEAVER FALLS, PA

A/C Reg. No. N93012

Time (Lcl) - 1845 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. AIRSPEED - EXCESSIVE -
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2305

9/04/87

HARRISBURG, PA

A/C Reg. No. N3023M

Time (Lcl) - 2130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	2
Pass				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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 - 12.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
LEXINGTON, KY
Destination
GROTON, CT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CAPITAL CITY
Runway Ident - 08
Runway Lth/Wid - 4970/ 150
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)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 107
Make/Model- 17
Instrument- 8
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT ENGINE LOST POWER WHILE DESCENDING FOR A LANDING. THE PLT STATED THAT WHEN HE ADVANCED THE THROTTLE THE ENGINE QUIT COMPLETELY. DURING LNDG ALONGSIDE A TURNPIKE, THE NOSE WHEEL COLLAPSED AND THE PROP WAS DAMAGED. INVESTIGATION REVEALED THAT THE TEMPERATURE AND DEW POINT AT THE TIME OF THE ACCD WERE CONDUCTIVE TO CARB ICE.

Brief of Accident (Continued)

File No. - 2305

9/04/87

HARRISBURG, PA

A/C Reg. No. N3023M

Time (Lcl) - 2130 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2319 9/06/87 W. MIFFLIN, PA A/C Reg. No. N80376 Time (Lcl) - 2230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					1
					2

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 10000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point W. MIFFLIN, PA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ALLEGHENY CO.</p> <p>Runway Ident - 10</p> <p>Runway Lth/Wid - 6500/ 150</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) NONE</p>	<p>Age - 19</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 - NO MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 5</p> <p>Make/Model- 0</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE NON-CERTIFICATED PILOT TOOK THE AIRCRAFT WITHOUT AUTHORIZATION. THE AIRCRAFT CRASHED DURING AN ATTEMPTED LANDING ON RUNWAY 10 AT ALLEGHENY COUNTY AIRPORT AND WAS SUBSTANTIALLY DAMAGED. THERE WERE TWO PASSENGERS ON BOARD BUT THEY WERE NOT INJURED. THE PLT HAD NEVER SOLOED IN ANY ACFT AND HAD NEVER FLOWN THE C-172.

Brief of Accident (Continued)

File No. - 2319

9/06/87

W. MIFFLIN, PA

A/C Reg. No. N80376

Time (Lcl) - 2230 EDT

Occurrence #1 HARD LANDING

Phase of Operation LANDING

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
2. LEVEL OFF - IMPROPER - UNQUALIFIED PERSON
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2229 9/09/87 HILLTOWN, PA A/C Reg. No. N23EH Time (Lcl) - 1640 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire Crew Pass
NONE 1 1

-----Aircraft Information-----

Make/Model - KOLB TWINSTAR
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTAX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 55 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 - 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

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 750
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- UNK/NR
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER THE ACFT TOOK OFF, WITNESSES HEARD A POWER CHANGE & SAW WHAT APPEARED TO BE A LEFT TURN TO RETURN TO THE GRASS STRIP. SUBSEQUENTLY, IT ENTERED A DESCENT & CRASHED IN A LEFT WING DOWN, NOSE LOW ATTITUDE. THE PASSENGER WAS TAKEN TO A HOSPITAL, BUT DIED ABOUT 9-1/2 HRS AFTER THE ACNT. EXAMS OF THE ACFT & ENG WERE MADE. NO PREEXISTING MECHANICAL FAILURE OR MALFUNCTION WAS NOTED, EXCEPT DAMAGE TO THE WOODEN PROP WAS CONSISTENT WITH LITTLE OR NO ENG POWER. THE KLOB TWINSTAR WAS A FOLLOW-ON, TWO-PLACE ACFT THAT WAS MANUFACTURED AFTER THE SINGLE-PLACE, ULTRALIGHT, KLOB ULTRASTAR WAS PRODUCED. RPRDLY, THE ACFT HAD BEEN EQUIPPED WITH MANY ACCESSORIES, WHICH WHEN COMBINED WITH THE WEIGHT OF THE PLT & PASSENGER, WOULD HAVE EXCEEDED ITS NORMAL GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 2229

9/09/87

HILLTOWN, PA

A/C Reg. No. N23EH

Time (Lcl) - 1640 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. 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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2304 9/14/87 SCOTTDALE, PA A/C Reg. No. N2467U Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 145 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/004 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

MORGANTOWN, WV

Destination

SCOTTDALE, PA

Airport Proximity

ON AIRPORT

Airport Data

MT. PLEASANT

Runway Ident - 32

Runway Lth/Wid - 1600/ 220

Runway Surface - GRASS/TURF

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 - 69

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2188

Make/Model- 148

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 79

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL PLEASURE FLIGHT, THE PILOT NOTICED THE AIRSPEED INDICATOR WAS INOPERATIVE. ON LNDG THE ACFT WAS OBSVD TO TOUCHDOWN ABT HALF-WAY DOWN THE RWY AND FASTER THAN NORMAL. THE AIRCRAFT CONTINUED OFF THE RUNWAY AND CROSSED THE AIRPORT ROAD COMING TO REST DOWN AN EMBANKMENT.

Brief of Accident (Continued)

File No. - 2304

9/14/87

SCOTTDALE, PA

A/C Reg. No. N2467U

Time (Lcl) - 1030 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INOPERATIVE

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
5. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DOWNHILL
7. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2225 9/18/87 PHILADELPHIA, PA A/C Reg. No. N318AU Time (Lcl) - 1913 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -U.S. AIR	NONE		Fatal	Injuries	
Type of Operation -SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 121	NONE	Pass	0	1	1
Accident Occurred During -CRUISE				0	5
					3
					71

-----Aircraft Information-----

Make/Model - BOEING 737	Eng Make/Model - P&W JT8D-15A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 117000	Engine Type - TURBOFAN	
No. of Seats - UNK/NR	Rated Power - 15500 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	NEW ORLEANS, LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	
Wind Dir/Speed- 030/017 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 - IFR	Runway Surface - N/A
Lowest Ceiling - 700 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 16210
SE LAND, ME LAND	Months Since - 5	Make/Model- 1200
	Aircraft Type - B-737	Instrument- UNK/NR
		Multi-Eng - 15000
		Last 24 Hrs - 8
		Last 30 Days- 61
		Last 90 Days- 169
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS IN A HOLDING PATTERN AT 11,000' IN AN AREA OF THUNDERSTORMS & TURBULENCE. ALTHOUGH THE SEAT BELT SIGN WAS ON, TWO PASSENGERS (PAX) WENT TO THE AFT LAVATORY. AS ONE OF THE PAX WAS WAITING & THE OTHER WAS EXITING THE LAVATORY, THE ACFT ENCOUNTERED TURBULENCE. THE FLT ATTENDANTS (F/A'S) TOLD THE PAX TO BE SEATED; HOWEVER, THERE WAS NOT ENOUGH TIME & THE PAX WAS THROWN AGAINST THE EXTENDED LEG OF A F/A, WHO WAS BRACING HERSELF IN A F/A SEAT. THE F/A SUFFERED A BROKEN LEG. ANOTHER F/A & 5 PAX RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 2225

9/18/87

PHILADELPHIA, PA

A/C Reg. No. N318AU

Time (Lc1) - 1913 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - HOLDING(IFR)

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. WEATHER CONDITION - RAIN
 3. WEATHER CONDITION - TURBULENCE
-

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - HOLDING(IFR)

Finding(s)

4. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
 5. SEAT BELT - NOT USED - PASSENGER
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2400 9/26/87 WAYNESBURG, PA A/C Reg. No. N9122J 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	-TAXI			0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-180	Eng Make/Model	- LYCOMING O-360-A3A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination UNK/NR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>GREEN CITY</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 63</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 983</p> <p>Make/Model- 869</p> <p>Instrument- 80</p> <p>Multi-Eng - 16</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 24</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID HE FLOODED THE ENGINE OF THE PIPER PA-28-180 AND DECIDED TO PULL THE PROP THROUGH A COUPLE OF TIMES BY HAND. HE SAID HE THOUGHT HE HAD TURNED THE MAGS OFF, PULLED THE MIXTURE TO IDLE CUT-OFF, AND SET THE PARKING BRAKE. WHEN HE HAD PULLED THE PROP THROUGH APPROXIMATELY 1/4 OF A TURN, THE ENGINE STARTED AND THE PILOT WAS UNABLE TO GET INTO THE COCKPIT AND STOP THE AIRCRAFT FROM CROSSING THE TAXIWAY AND RUNWAY AND STRIKING SEVERAL SMALL TREES.

Brief of Accident (Continued)

File No. - 2400

9/26/87

WAYNESBURG, PA

A/C Reg. No. N9122J

Time (Lc1) - 1015 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

2. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2249 5/08/87 MAYAGUEZ,PR A/C Reg. No. N432CA Time (Lcl) - 0650 EDT

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-EXECUTIVE AIR CHARTER, IN	DESTROYED						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	2	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0		0	0	0
Accident Occurred During	-DESCENT							

-----Aircraft Information-----

Make/Model	- CASA C-212-CC	Eng Make/Model	- GARRETT TPE-331-10R	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- NO	
Max Gross Wt	- 16976	Engine Type	- TURBOPROP			
No. of Seats	- 19	Rated Power	- 900 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAN JUAN,PR			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	MAYAGUEZ,PR		MAYAGUEZ	
Wind Dir/Speed	- 160/003 KTS			Runway Ident	- 09
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- 4999/ 100
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- VFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- VFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE				
Condition of Light	- DAWN				

-----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 - 9802	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 2	Make/Model- 473	Last 30 Days- 78
	Aircraft Type - C-212	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - 9432	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER SEVERAL MAINTENANCE ADJUSTMENTS OF THE RIGHT PROPELLER AND FLIGHT IDLE FUEL FLOW, THE AIRCRAFT WAS TEST FLOWN AND RELEASED FOR FLIGHT. SEVERAL PILOTS CONTINUED TO NOTE DESCREANCIES CONCERNING THE RIGHT PROPELLER SYSTEM. ADJUSTMENTS WERE MADE AND THE AIRCRAFT WAS AGAIN RELEASED FOR FLIGHT. AT MAYAGUEZ, THE CREW MADE A SHORT, STEEP APPROACH TO THE RUNWAY. ON VERY SHORT FINAL WITNESSES SAID THEY HEARD SOUNDS RESEMBLING A PROPELLER IN REVERSE THRUST. THE AIRCRAFT MADE AN EXTREME YAW TO THE RIGHT, FOLLOWED BY A LEFT BANK, THEN A RIGHT BANK. THE AIRCRAFT IMPACTED RIGHT WING FIRST. THE POST-ACCIDENT INVESTIGATION REVEALED THAT THE RIGHT PROPELLER HAD BEEN IN THE BETA RANGE. THE RIGHT ENGINE FLIGHT IDLE FUEL FLOW WAS EXCESSIVELY HIGH. EXAM OF THE MAINTENANCE PROGRAM SHOWED DEFICIENCIES IN THE MANAGEMENT, SUPERVISION, AND HANDLING OF PILOT-REPORTED PROBLEMS. THE INVESTIGATION ALSO FOUND THE FAA MANAGEMENT OF THE BILATERAL TYPE CERTIFICATION OF THE C-212-CC INEFFECTIVE. (FOR FURTHER INFORMATION SEE NTSB/AAR-88/07.)

Brief of Accident (Continued)

File No. - 2249

5/08/87

MAYAGUEZ, PR

A/C Reg. No. N432CA

Time (Lcl) - 0650 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. PROPELLER SYSTEM/ACCESSORIES - ASYMMETRICAL
3. FUEL SYSTEM, FUEL CONTROL -
4. MAINTENANCE, ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL
5. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
6. MAINTENANCE, RECORDKEEPING - INADEQUATE - COMPANY MAINTENANCE PSNL
7. SUPERVISION - INADEQUATE - COMPANY MAINTENANCE PSNL
8. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
9. INADEQUATE CERTIFICATION/APPROVAL, AIRCRAFT - FAA(ORGANIZATION)

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. - 2299 6/28/87 BLOCK ISLAND, RI A/C Reg. No. N79041 Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - 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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WESTERLY, RI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BLOCK ISLAND STATE
Runway Ident - 28
Runway Lth/Wid - 2500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 28

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1650	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 PLT RPRTD THAT DRG TAKEOFF, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT CRASHED INTO AN AREA OF BRUSH ON LEVEL TERRAIN ABOUT 1/2 MI OFF THE DEPARTURE END OF THE RWY. THE OPERATOR RPRTD THAT IN A CONVERSATION WITH THE PLT, THE PLT INDICATED THAT HE HAD TAKEN OFF WITH THE FUEL SELECTOR IN THE "OFF" POSITION. THE PLT DID NOT FILE AN ACDNT RPRTD.

Brief of Accident (Continued)

File No. - 2299

6/28/87

BLOCK ISLAND, RI

A/C Reg. No. N79041

Time (Lc1) - 1300 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2268 9/26/87 BLOCK ISLAND,RI A/C Reg. No. N4158A Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - BEECH E55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C/CB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BLOCK ISLAND
Runway Ident - 28
Runway Lth/Wid - 2500/ 100
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND

Age - 57

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4950	Last 24 Hrs	- 5
Make/Model-	347	Last 30 Days-	UNK/NR
Instrument-	65	Last 90 Days-	35
Multi-Eng	- 1297		

Instrument Rating(s) - NONE

-----Narrative-----

JUST BEFORE LIFT-OFF, AFTER THE AIRCRAFT HAD ACCELERATED TO ABOUT 115 MPH, THE DOOR ON THE PASSENGER'S SIDE CAME OPEN. THE PILOT IMMEDIATELY ABORTED THE TAKEOFF, BUT WAS UNABLE TO STOP ON THE REMAINING PORTION OF THE 2500' RUNWAY. AFTER DEPARTING THE RUNWAY, THE AIRCRAFT WENT THROUGH A FENCE, DOWN A GULLY AND ONTO A ROAD BEFORE COMING TO REST. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS REPORTED.

Brief of Accident (Continued)

File No. - 2268

9/26/87

BLOCK ISLAND, RI

A/C Reg. No. N4158A

Time (Lc1) - 1730 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DOOR, PASSENGER - OPEN

Occurrence #2 OVERRUN

Phase of Operation TAKEOFF - ABORTED

Finding(s)

2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ABORTED TAKEOFF

Occurrence #3 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - ABORTED

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2353 10/11/87 BENNETTSVILLE, SC A/C Reg. No. N111MJ Time (Lcl) - 1540 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- ROGERS-GIBSON 1	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1555	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 070/006 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;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MARLBORO COUNTY AIRPORT</p> <p>Runway Ident - 06</p> <p>Runway Lth/Wid - 5000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 194
SE LAND	Months Since - 22	Make/Model- 79
	Aircraft Type - C-150	Instrument- 2
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT AEROBATIC AIRPLANE IMPACTED FLAT TERRAIN ADJACENT TO THE RWY SHORTLY AFTER TAKEOFF. A PILOT/WITNESS WHO WAS IN THE ARPT TERMINAL LOBBY AT THE TIME RPTD THAT HE BRIEFLY OBSERVED THE AIRPLANE PASS BY THE TERMINAL AT A LOW LEVEL IN A NEAR WINGS-VERTICAL ATTITUDE. THE ENGINE SOUNDED AS IF THE AIRPLANE WAS GOING THROUGH AEROBATIC MANEUVERS. THE AIRPLANE DISAPPEARED FROM HIS VIEW AND HE HEARD THE SOUND OF AN IMPACT SHORTLY THEREAFTER. THE WITNESS REPORTEDLY HAD AEROBATIC FLIGHT EXPERIENCE. POST-CRASH EXAMINATION OF THE AIRPLANE REVEALED NO EVIDENCE OF ANY PRE-EXISTING MECHANICAL FAILURE OR MALFUNCTION. ACCORDING TO THE FAA, THE PLT HAD NOT ACQUIRED ANY PIC TIME WITHIN THE PRECEDING 90 DAYS.

Brief of Accident (Continued)

File No. - 2353

10/11/87

BENNETTSVILLE, SC

A/C Reg. No. N111MJ

Time (Lc1) - 1540 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - OPEN FIELD
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
4. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
6. LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2275 11/08/87 UNION CITY, TN A/C Reg. No. N3849H Time (Lcl) - 1625 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					1

-----Aircraft Information-----

Make/Model	- ERCOUPE 415-CD	Eng Make/Model	- CONTINENTAL C-75	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1260	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 75 HP		

-----Environment/Operations Information-----

<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- 360/003 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 4500 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 - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>EVERETT-STEWART</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 5000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP, CFI</p> <p>SE LAND, ME LAND</p> <p>GLIDER</p>	<p>Age - 67</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - 415-CD</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 18000</p> <p>Make/Model- 52</p> <p>Instrument- 938</p> <p>Multi-Eng - 3700</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 13</p> <p>Rotorcraft - 36</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THE ACFT STARTED TO VEER OFF THE RWY AFTER A "ROUGH" LNDG. HE ATMTD TO STEER THE PLANE WITH THE STEERING CONTROL, BUT IT WOULD NOT RESPOND. SUBSEQUENTLY, THE ACFT VEERED OFF THE RWY. ABOUT 50' TO THE SIDE OF THE RWY, THE NOSE GEAR HIT A HOLE & COLLAPSED. A POST-ACDNT EXAM REVEALED THE STEERING LUG ON THE NOSEWHEEL STRUT HAD FRACTURED & SEPARATED. NO EVIDENCE OF FATIGUE WAS FOUND. THIS ACFT WAS EQUIPPED WITH INDEPENDENT, PEDAL OPERATED BRAKES.

Brief of Accident (Continued)

File No. - 2275

11/08/87

UNION CITY, TN

A/C Reg. No. N3849H

Time (Lc1) - 1625 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR, STEERING SYSTEM - FAILURE, TOTAL
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2288

12/09/87

SEWANEE, TN

A/C Reg. No. N1999L

Time (Lcl) - 1045 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	1	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH B24R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-A1B6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MCKENNY, TX
Destination
FAYETTEVILLE, NC

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 - 48

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	387	Last 24 Hrs	-	4
Make/Model	-	265	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	60
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT HE OBTAINED A WX BRIEFING BEFORE TAKEOFF & THAT THE WX AT HIS INTENDED DESTINATION WAS RPRTD AS MARGINAL. WHILE EN ROUTE, HE ENCOUNTERED WX AND CLIMBED ABOVE IT. APRX 4 HRS AFTER DEPARTURE, HE BECAME CONCERNED ABOUT THE REMAINING FUEL SUPPLY AND ELECTED TO LAND. HE FOUND AN OPENING IN THE CLOUD COVER AND BEGAN A DESCENT. AS THE ACFT DESCENDED, THE PLT BECAME AWARE THAT HE WAS NEAR A MTN TOP. HE STATED THE ACFT ENCOUNTERED WIND CURRENTS AND BECAME DIFFICULT TO CONTROL; AND SUBSEQUENTLY, THE WINDS FORCED IT DOWN INTO THE TREES. A NEARBY HUNTER, WHO HEARD THE CRASH, SAID THE WX WAS FOGGY AND LIGHT DRIZZLE WAS FALLING.

Brief of Accident (Continued)

File No. - 2288

12/09/87

SEWANEE, TN

A/C Reg. No. N1999L

Time (Lcl) - 1045 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - DRIZZLE

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. WEATHER CONDITION - UNFAVORABLE WIND
8. OBJECT - TREE(S)
9. 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) 1,9

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2223 12/24/87 CROSSVILLE, TN

A/C Reg. No. N6571R

Time (Lcl) - 1300 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

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - BEECH B23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4J
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 - IMC
Wind Dir/Speed- 190/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - N/A
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LIVINGSTON, TN
Destination
WILLISTON, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - BE-B23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1600
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-----

N6571R CRASHED INTO TREES NEAR THE VOR ON TOP ON HINCH MTN AT ABOUT 3000 FEET MSL. TREES AT THE CRASH SITE INDICATED WINGS LEVEL WITH A DESCENT ANGLE OF ABOUT 10 DEGREES. WEATHER IN THE AREA WAS IMC, CHARACTERIZED BY LOW CEILINGS (LOWER THAN THE MTN TOP ELEVATION), RAIN AND FOG. THE PILOT HAD REFUELED AT LIVINGSTON, TN EN ROUTE TO FLORIDA. THE FLIGHT ORIGINATED AT BLUFTON, OH. THE PLT REPORTED THAT THE WEATHER WAS GETTING UNFAVORABLE AND HE MADE A 180 DEGREE TURN. HE ALSO REPORTED, AFTER THE ACCIDENT, THAT HE HAD EXPERIENCED A POWER LOSS AND WAS UNABLE TO RESTORE POWER. A TREE LIMB WITH 2 PROPELLER SLASHES INDICATED SUBSTANTIAL ENGINE RMP AT TREE CONTACT. THE PLT PURCHASED THE AIRPLANE 4 MOS BEF ORE THE ACDT AND REPLACED THE ENGINE WITH A REMANUFACTURED ENGINE IN NOV 87. HIS FAMILY SAID HE HAD FLOWN THE AIRPLANE ABOUT 7 HOURS AFTERWARD, BEFORE THIS FLT. THE PLT HELD A PRIVATE PILOT CERTIFICATE AND WAS NOT INSTRUMENT RATED. THE PILOT HAD NOT FILED A FLT PLAN AND THERE WAS NO RECORD OF RADIO CONTACTS DRG THE FLT.

Brief of Accident (Continued)

File No. - 2223

12/24/87

CROSSVILLE, TN

A/C Reg. No. N6571R

Time (Lc1) - 1300 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH TERRAIN
 3. WEATHER CONDITION - CLOUDS
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - FOG
 6. WEATHER CONDITION - RAIN
 7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2204

6/22/87

HILLSBORO, TX

A/C Reg. No. N7481S

Time (Lcl) - 1815 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 NONE
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-60-601
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5700
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-G1B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC
Wind Dir/Speed- 170/016 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MESQUITE, TX
Destination
CORPUS CHRISTI, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3850
Make/Model- 452
Instrument- 154
Multi-Eng - 1135
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APRX 3 MIN AFTER LEVELING AT 6500', THE ACFT BEGAN LOSING PWR DESPITE ATTEMPTS TO REMEDY THE PROBLEM BY USING BOOST PUMP & X-FEED. SUBSEQUENTLY, BOTH ENGS LOST POWER & THE ACFT WAS DAMAGED DRG A WHEELS-UP LNDG IN A MILO FIELD. AN EXAM REVEALED THE UPPER & LOWER FUEL VENT LINES ON BOTH SIDES OF THE ACFT, AS WELL AS THE LOWER VENT LINE DRAINS, WERE PARTIALLY OR FULLY CLOGGED BY HARD DIRT. THE DIRT APPEARED TO HAVE BEEN DEPOSITED BY WASPS. THE ACFT HAD FLOWN ONLY ABOUT 2.7 HRS SINCE THE LAST ANNUAL INSPN ON 6/6/87.

Brief of Accident (Continued)

File No. - 2204

6/22/87

HILLSBORO, TX

A/C Reg. No. N7481S

Time (Lc1) - 1815 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM, VENT - BLOCKED(PARTIAL)
4. FUEL SYSTEM, VENT - BLOCKED(TOTAL)
5. FLUID, FUEL - STARVATION
6. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. WHEELS UP LANDING
8. TERRAIN CONDITION - CROP
9. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2281 7/11/87 BEAUMONT, TX A/C Reg. No. N6881K Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL					
Type of Operation -POSITIONING	Fire	Crew	Fatal	0	Serious	Injuries
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	Minor	None
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6636	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LIBERTY, TX	MITCHELL FIELD
Wind Dir/Speed - CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6679
SE LAND	Months Since - 5	Make/Model - 5116
	Aircraft Type - 450	Instrument - 10
		Last 24 Hrs - 1
		Last 30 Days - 118
		Last 90 Days - 305

Instrument Rating(s) - NONE

-----Narrative-----

DRG THE INITIAL CLIMB AFTER TAKEOFF, THE ENG BEGAN LOSING RPM & THE PLT WAS UNABLE TO RETURN TO THE ARPT. HE SELECTED A PASTURE AREA FOR AN EMERG LANDING, BUT THE ENG CONTD LOSING POWER. WHILE LANDING ON SOFT TERRAIN WITH TALL WET GRASS, THE ACFT NOSED OVER. AN INVESTIGATION REVEALED A BLOWER BEARING HAD FAILED WHICH RESULTED IN THE PROGRESSIVE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2281

7/11/87

BEAUMONT, TX

A/C Reg. No. N6881K

Time (Lcl) - 0900 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL

2. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION

4. TERRAIN CONDITION - WET

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2357 7/15/87 MC KINNEY, TX A/C Reg. No. N28157 Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	1
Accident Occurred During -LANDING			0	0	0
					None
					0

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A	Eng Make/Model - CONTINENTAL IO-520-K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3325	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ADDISON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MCKINNEY MUNI.
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 15000 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 - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 586
SE LAND	Months Since - 9	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 78
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 203

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THE THIRD TOUCH AND GO LANDING, WHILE ON THE DOWNWIND LEG OF THE APPROACH, THE PILOT SWITCHED FUEL TANKS AND SHORTLY THEREAFTER THE ENGINE FAILED. THE PILOT ATTEMPTED 3 TO 4 TIMES TO RESTART THE ENGINE BY SWITCHING FUEL TANKS AND ACTIVATING THE BOOST PUMP. THE ENGINE STARTED ONCE BUT FAILED AGAIN. THE PILOT MADE A FORCED LANDING IN A FIELD, STRIKING THE LEFT WING ON A FENCE POST AND COLLAPSING THE LANDING GEAR. FUEL WAS FOUND IN BOTH TANKS, HOWEVER, THE AUX TANK AND THE ENG FUEL DISTRIBUTER WERE FOUND EMPTY. THE CFI STATED DURING AN INTERVIEW AFTER THE ACCD THAT HE WAS NOT SURE WHICH FUEL TANK WAS SELECTED WHEN THE ENG FAILED. THE ENG RAN SATISFACTORILY DURING A POST-ACCD RUN-UP, HOWEVER, WHEN THE FUEL SELECTOR WAS SWITCHED TO THE OFF OR AUX POSITIONS THE ENG WOULD STOP AFTER ABOUT 1 MINUTE.

Brief of Accident (Continued)

File No. - 2357

7/15/87

MC KINNEY, TX

A/C Reg. No. N28157

Time (Lcl) - 1430 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - FENCE POST
-

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2322 7/27/87 CARROLLTON, TX A/C Reg. No. N4164B Time (Lcl) - 1101 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	1	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- AERO COMMANDER 520	Eng Make/Model	- LYCOMING G0-435-C2B2	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 7	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	ADDISON, TX	
Completeness	Destination	Airport Data
Basic Weather	DALLAS, TX	ADDISON
Wind Dir/Speed	ATC/Airspace	Runway Ident
240/006 KTS	Type of Flight Plan	- 15
Visibility	- NONE	Runway Lth/Wid
6.0 SM	Type of Clearance	- 7199/ 100
Lowest Sky/Clouds	- VFR	Runway Surface
- CLEAR	Type Apch/Lndg	- ASPHALT
Lowest Ceiling	- FORCED LANDING	Runway Status
- NONE		- DRY
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 1176
SE LAND, ME LAND	Months Since	Make/Model	- 206
	Aircraft Type	Instrument	- 72
		Multi-Eng	- 206

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS DESTROYED WHEN IT STRUCK PWR LINES AND THE GRND DURING A SINGLE ENG GO-AROUND. FOLLOWING A LEFT ENG SHUT DOWN DUE TO SEVERE VIBRATIONS, THE PLT OVERFLEW ONE ARPT TO RETURN TO HIS HOME BASE. EN ROUTE, HE ELECTED NOT TO GO TO FULL PWR DUE TO A 3 MIN LIMITATION HE DID NOT WANT TO EXCEED. THE PLT OVERSHOT THE RWY WHILE MANUALLY EXTENDING THE NOSE GEAR AND ELECTED TO ATTEMPT A RT 270 DEG TURN TO RETURN TO FINAL WHILE AT 100-150' AGL. NLG DID NOT EXTEND DUE TO HYD PUMP BEING ON LEFT ENG AND NO PRESSURE. DURING THE TURN, THE PLT LOST CONTROL AND THE ACFT STRUCK THE WIRES. INVESTIGATION REVEALED THAT ONE OF THE BLADE PITCH CHANGE LINKS ON THE LEFT PROP HAD DISCONNECTED, ALLOWING ONE BLADE TO FREE FLOAT. THE LINK PIN ASSEMBLY HAD BACKED OUT AS A RESULT OF THE SAFETY SCREW BACKING OUT DUE TO DAMAGED AND STRIPPED THREADS AND AN IMPROPER LENGTH SCREW BEING INSTALLED. PROPS HAD 1/4" SAFETY SCREWS INSTALLED INSTEAD OF 3/8".

Brief of Accident (Continued)

File No. - 2322

7/27/87

CARROLLTON, TX

A/C Reg. No. N4164B

Time (Lc1) - 1101 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, PITCH CHANGE MECH - DISCONNECTED
2. PROPELLER FEATHERING - NOT POSSIBLE -
3. PROPELLER SYSTEM/ACCESSORIES, PITCH CHANGE MECH - STRIPPED THREAD
4. MAINTENANCE, OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL
5. PROPELLER SYSTEM/ACCESSORIES, PITCH CHANGE MECH - INCORRECT
6. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

8. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
9. AIRSPEED (VMC) - NOT MAINTAINED - PILOT IN COMMAND
10. DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. OBJECT - WIRE, TRANSMISSION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6,9,10

Factor(s) relating to this accident is/are finding(s) 8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2286 8/01/87 IMPERIAL, TX A/C Reg. No. N5998Y Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	1	2	2	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 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- 150/013 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">GRAND FALLS, TX</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 style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 375</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE PLT ELECTED TO FLY LOW OVER A RESERVOIR. HE STATED THAT AS HE BEGAN A PASS, NOT FAR FROM THE WATER'S EDGE, THE ACFT ENCTRD A SINK. HE SAID HE " . . . CHECKED POWER, ALL OK, PLANE JUST SEEMED TO LOSE ALL LIFT . . ." SUBSEQUENTLY, THE ACFT STRUCK THE WATER, CRASHED & BEGAN SINKING. FIVE OCCUPANTS EGRESSED FROM THE ACFT; THE 6TH RECEIVED FATAL INJURIES. WITNESSES SAW THE ACFT FLYING AT A VERY LOW ALT OVER THE WATER BEFORE THE PLANE CRASHED. THEY RPRD THAT ON PREVIOUS OCCASIONS, THE PLT HAD MADE LOW PASSES OVER THE RESERVOIR IN THE SAME MANNER. THE PLT'S LAST MED CERT WAS DATED 11/16/84; THE ACFT'S LAST ANNUAL INSPN WAS DATED 8/15/84. DRG A WEIGHT & BALANCE CHECK, THE ACFT'S CG WAS ESTIMATED TO HAVE BEEN .2 INCH BEHIND THE AFT LIMIT.

Brief of Accident (Continued)

File No. - 2286

8/01/87

IMPERIAL, TX

A/C Reg. No. N5998Y

Time (Lcl) - 1415 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
3. LOW PASS - INTENTIONAL - PILOT IN COMMAND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. TERRAIN CONDITION - WATER
6. 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) 3,6

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2385 8/08/87 SAN MARCOS, TX A/C Reg. No. N401P Time (Lcl) - 1615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 0	None 2
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 170A	Eng Make/Model - CONTINENTAL C-145	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SAN MARCOS MUNICIPAL
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5442/ 150
Lowest Sky/Clouds - 4500 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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 842
SE LAND	Months Since - UNK/NR	Make/Model- 10
GLIDER	Aircraft Type - UNK/NR	Instrument- 42
		Last 24 Hrs - .5
		Last 30 Days- UNK/NR
		Last 90 Days- 102

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PILOT LOST DIRECTIONAL CONTROL WHEN THE TAIL WHEEL CAME OFF THE RUNWAY. THE INSTRUCTOR PILOT STATED THAT HE WAS LATE WITH CORRECTIVE ACTION AND THE AIRCRAFT GROUND LOOPED OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2385

8/08/87

SAN MARCOS, TX

A/C Reg. No. N401P

Time (Lcl) - 1615 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2386

8/15/87

MC ALLEN, TX

A/C Reg. No. N5437Y

Time (Lcl) - 1920 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Injuries			None
	Fatal	Serious	Minor	
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-C1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 140/013 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

HOUSTON, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

MCALLEN-MILLER

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 33

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2600

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 RIGHT MAIN LANDING GEAR COLLAPSED FOR UNKNOWN REASONS AS THE AIRCRAFT WAS TAXIING FOR TAKEOFF. THE PILOT HAS NOT RESPONDED TO REQUESTS TO COMPLETE AN ACCIDENT REPORT FORM. ACCORDING TO AIRMAN RECORDS, THE PILOT DID NOT HAVE A MULTIENGINE RATING.

Brief of Accident (Continued)

File No. - 2386

8/15/87

MC ALLEN, TX

A/C Reg. No. N5437Y

Time (Lcl) - 1920 CDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. UNDETERMINED
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. QUALIFICATION - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2387 8/15/87 SAN MARCOS, TX A/C Reg. No. N9930X Time (Lcl) - 2025 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
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	ON AIRSTRIP
Method - N/A	ROCK SPRINGS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN MARCOS, TX	PRIVATE RANCH STRIP
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3428
SE LAND	Months Since - 4	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 3428
		Last 30 Days- UNK/NR
		Instrument- 8
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE LANDED LONG AND DOWNWIND ON HIS PRIVATE STRIP. IN AN ATTEMPT TO STOP HE APPLIED HEAVY BRAKING AND AT THE END OF THE STRIP THE AIRCRAFT NOSED OVER AND CAME TO REST ON A FENCE.

Brief of Accident (Continued)

File No. - 2387

8/15/87

SAN MARCOS, TX

A/C Reg. No. N9930X

Time (Lc1) - 2025 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2376 8/16/87 LITTLEFIELD, TX A/C Reg. No. N9997Q Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Injuries			None
		Serious	Minor		
Crew	0	0	0		1
Pass	0	0	0		1

-----Aircraft Information-----

Make/Model - BLANIK L-13
Landing Gear - SKID
Max Gross Wt - 1102
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - UNK/NR
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/004 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
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

LITTLEFIELD MUNICIPAL
Runway Ident - 01
Runway Lth/Wid - 4000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
GLIDER

Age - 57
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1298
Make/Model- 14
Instrument- 132
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ACTIVATED THE FLAPS WHILE ON FINAL APPROACH INSTEAD OF THE SPOILERS. WHEN THE GLIDER DID NOT DESCEND AS HE EXPECTED, A LEFT 360 DEGREE TURN WAS INITIATED TO LOSE ALTITUDE. THE PILOT STATED THAT HE THEN UNINTENTIONALLY STALLED THE AIRCRAFT WHILE IN THE LEFT TURN AND COLLIDED WITH THE GROUND SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2376

8/16/87

LITTLEFIELD, TX

A/C Reg. No. N9997Q

Time (Lcl) - 1600 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. LOWERING OF FLAPS - INADVERTENT - PILOT IN COMMAND
 2. SPOILER EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 3. MANEUVER - PERFORMED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2378 8/18/87 TERLINGUA, TX A/C Reg. No. N5629D Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BEECH F50	Eng Make/Model - LYCOMING GSO-480-B1B6	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 340 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAJITAS
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 22
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4700/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 5400
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 OWNER, WHO OCCUPIED THE RIGHT FRONT SEAT, STATED THAT HE RETRACTED THE LANDING GEAR DURING THE LANDING ROLL INADVERTENTLY INSTEAD OF THE FLAPS. THE PIC NEVER RESPONDED IN WRITING CONCERNING THE ACTIONS HE TOOK DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2378

8/18/87

TERLINGUA, TX

A/C Reg. No. N5629D

Time (Lc1) - 1830 CDT

Occurrence #1 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - COPILOT/SECOND PILOT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2365 10/20/87 LAPRA, TX A/C Reg. No. N8403E Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		SUBSTANTIAL			Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire		Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0	2
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- BELL 47G-2	Eng Make/Model	- LYCOMING VO-435-F	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 3	Rated Power	- 200 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	UVALDE, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 040/017 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 2800 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 12000 FT BROKEN	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 380	Last 24 Hrs - UNK/NR
	Months Since - 13	Make/Model- 55	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 80
			Rotorcraft - 345

Instrument Rating(s) - NONE

-----Narrative-----

UPON ENTERING A-BANK APPROX. 80 TO 100 FT. OFF THE GROUND, THE AIRCRAFT EXPERIENCED A POWER LOSS WITH VIBRATION. DURING AUTOROTATION THE AIRCRAFT CONTACTED A TREE CAUSING SUBSTANTIAL DAMAGE. EXAMINATION OF THE WRECKAGE FOUND THE TRANSMISSION CLUTCH ASSEMBLY SHOES WERE WORN AND SEPARATED. THE CLUTCH DRUM WAS FOUND TO BE EXTENSIVELY WORN AND SCORED.

Brief of Accident (Continued)

File No. - 2365

10/20/87

LAPRA, TX

A/C Reg. No. N8403E

Time (Lcl) - 1015 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. ROTOR DRIVE SYSTEM, CLUTCH ASSEMBLY - WORN
2. ROTOR DRIVE SYSTEM, CLUTCH ASSEMBLY - DETERIORATED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2359 10/22/87 LANCASTER, TX A/C Reg. No. N17176 Time (Lcl) - 1859 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - 4500 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
ABILENE, TX
Destination
DALLAS-FT WORTH, TX

Airport Proximity
ON AIRPORT

Airport Data
LANCASTER

Runway Ident - 31
Runway Lth/Wid - 3700/ 50
Runway Surface - DIRT
Runway Status - ROUGH

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 19
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 29	Last 24 Hrs	- UNK/NR
Make/Model-	29	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	29

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RTRNG FM A X-COUNTRY, THE STUDENT BCM DISORIENTED & REQD ASSISTANCE. REDBIRD TWR CTLR ADZD DALLAS-FT WORTH TRACON THAT THE PLT WAS LOST & NEEDED A BEACON IDENTIFICATION. A FEW MIN LATER, THE ACFT'S LOCATION WAS DETERMINED & THE CTLR AT REDBIRD RELAYED A VECTOR FOR THE PLT TO FLY TO REDBIRD. LATER, THE PLT ADZD HIS FUEL LEVEL WAS GETTING LOW. HE WAS GIVEN A FREQ TO TALK TO TRACON DIRECTLY. COMMUNICATIONS WERE WEAK & OTHER CONSIDERATIONS PROMPTED THE TRACON CTLR TO VECTOR THE PLT TO LANCASTER. AFTER THE PLT FND THE ARPT, RADAR SVC WAS TERMINATED. BFR LNDG, THE PLT SAW AN X ON THE RWY (INDCG IT WAS CLOSED), SO HE ABORTED THE APCH & CIRCLED THE ARPT. IN DUSK CONDS, HE SAW A LIGHT COLORED AREA BESIDE THE CLOSED RWY WHICH APPEARED TO BE A NEW RWY & ELECTED TO LND; HOWEVER, THIS WAS AN AREA OF CONSTRUCTION WITH SOFT DIRT. DRG THE LNDG, THE ACFT NOSED OVER. WHEN THE TRACON CTLR CONTACTED REDBIRD TWR TO ADZ THE PLT HAD DIVERTED, HE WAS REMINDED THAT LANCASTER ARPT WAS NOTAMED AS CLOSED WITH HVY WORK ON THE RWY.

Brief of Accident (Continued)

File No. - 2359

10/22/87

LANCASTER, TX

A/C Reg. No. N17176

Time (Lc1) - 1859 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. COMMUNICATIONS - INITIATED - PILOT IN COMMAND
 3. IDENTIFICATION OF AIRCRAFT ON RADAR - PERFORMED - ATC PERSONNEL(DEP/APCH)
 4. FLUID, FUEL - LOW LEVEL
 5. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UNAVAILABLE
 7. INSTRUCTIONS, WRITTEN/VERBAL - IMPROPER - ATC PERSONNEL(DEP/APCH)
 8. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 9. LIGHT CONDITION - DUSK
 10. TERRAIN CONDITION - SOFT
 11. UNSUITABLE TERRAIN - SELECTED - 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) 7,11

Factor(s) relating to this accident is/are finding(s) 1,4,6,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2242 10/23/87 MIDWAY, TX A/C Reg. No. N4357R Time (Lcl) - 1504 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			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-360-A4A	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 - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/009 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 1200 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 WELLINGTON, KS</p> <p>Destination CONROE, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 229</p> <p>Make/Model- 79</p> <p>Instrument- 60</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 15</p> <p>Last 90 Days- 31</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT (A CO-OWNER) WAS ON THE 1ST FLT OF THE ACFT AFTER ITS 150 HP LYCOMING O-320 ENG HAD BEEN REPLACED WITH A 180 HP LYCOMING O-360 ENG. HE TOOK OFF AT ABOUT 1115 CDT. THE FLT PROGRESSED W/O RPRTD INCIDENT UNTIL 1437 CDT, WHEN THE PLT STATED THE ACFT WAS LOW ON FUEL. HE ELECTED TO DIVERT TO CONROE, TX & WAS CLRD TO PROCEED DIRECT. HE DSCNDD FROM 9000' TO 4000'. AT ABT 1559, HE DECLARED AN EMERG, STATING THE ENG HAD LOST PWR. SUBSEQUENTLY, HE TRIED TO MAKE AN EMERG LANDING IN AN OPEN AREA. HOWEVER, BEFORE LANDING, THE ACFT HIT TREES & CRASHED. AN INVESTIGATION REVEALED THE ACFT HAD A FUEL CAPACITY OF 38 GAL OF USABLE FUEL. IT HAD BEEN FLOWN ON A PREVIOUS FLT FOR APRX 1/2 HR & WAS NOT REFUELED PRIOR TO THIS FLT. PERSONNEL OF THE COMPANY THAT REPLACED THE ENG RPRTD THEY HAD BRIEFED THE PLT THAT FUEL CONSUMPTION OF THE NEW ENG WAS APRX 10 GAL/HR PER THE LYCOMING O-360 HANDBOOK. THE PLT'S SHOULDER HARNESS WAS FND IN A STOWED PSN.

Brief of Accident (Continued)

File No. - 2242

10/23/87

MIDWAY, TX

A/C Reg. No. N4357R

Time (Lcl) - 1504 CDT

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
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. SHOULDER HARNESS - 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) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2360 10/24/87 BROWNSVILLE, TX A/C Reg. No. N4045M Time (Lcl) - 2145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-235-C	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	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	LAREDO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BROWNSVILLE, TX	Runway Ident - N/A
Wind Dir/Speed- 110/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
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)
PRIVATE	Current - YES	Total - 295
SE LAND	Months Since - 19	Make/Model- 285
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CIRCLING AN UNLIGHTED PRIVATE AIRSTRIP, THE PILOT ALLOWED THE AIRCRAFT TO DESCEND INTO 2 FEET OF WATER CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2360

10/24/87

BROWNSVILLE, TX

A/C Reg. No. N4045M

Time (Lc1) - 2145 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - WATER
2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2361 10/24/87 MCKINNEY, TX

A/C Reg. No. N6530G

Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	
Pass	0	0	0	0	

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 180/007 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - 1500 FT THIN BKN

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

MCKINNEY MUNI.
Runway Ident - 17
Runway Lth/Wid - 2950/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 35

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 19 Last 24 Hrs - 1

Make/Model- 19 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLARE/TOUCHDOWN WITH FULL FLAPS THE AIRCRAFT BOUNCED. THE STUDENT PILOT IN AN ATTEMPT TO GO-AROUND FAILED TO RETRACT THE FLAPS. THE AIRCRAFT STALLED CONTACTING SOME TREES AND SUBSEQUENTLY THE GROUND, DAMAGING THE LEFT WING, RIGHT WING, AND THE EMPENNAGE.

Brief of Accident (Continued)

File No. - 2361

10/24/87

MCKINNEY, TX

A/C Reg. No. N6530G

Time (Lcl) - 1330 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

1. FLARE - PREMATURE - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2363 10/25/87 BROWNSVILLE, TX A/C Reg. No. N7969Y Time (Lcl) - 1714 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- PIPER PA-30	Eng Make/Model	- LYCOMING IO-320-B1A	ELT Installed/Activated	- YES/YES
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	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	BROWNSVILLE ARPT
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 13
Lowest Sky/Clouds	Type of Clearance	- 7400/ 150
Lowest Ceiling	Type Apch/Lndg	Runway Surface
Obstructions to Vision	- TOUCH AND GO	- CONCRETE
Precipitation		Runway Status
Condition of Light		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current	- YES	Total
SE LAND, ME LAND	Months Since	- 6	931
	Aircraft Type	- UNK/NR	Last 24 Hrs
			- 2
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 216
			Multi-Eng
			- 563

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EXECUTING A SINGLE ENGINE ILS APPROACH TO A TOUCH AND GO LANDING, THE CFI PULLED THE MIXTURE CONTROL ON THE RIGHT ENGINE. UPON LANDING THE PILOT APPLIED FULL POWER TO BOTH ENGINES BUT THE RIGHT ENGINE DID NOT RESPOND. ABOUT 2 FT ABOVE THE RWY THE AIRCRAFT ROLLED TO THE RIGHT AND CONTACTED THE GROUND 100 FT RIGHT OF THE CENTERLINE COLLAPSING THE LEFT MAIN GEAR, NOSE GEAR, AND DAMAGING THE RIGHT WING.

Brief of Accident (Continued)

File No. - 2363

10/25/87

BROWNSVILLE, TX

A/C Reg. No. N7969Y

Time (Lcl) - 1714 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation LANDING - ABORTED

Finding(s)

1. 1 ENGINE -
2. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND(CFI)
3. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
5. SUPERVISION - POOR - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
7. LANDING GEAR, NOSE GEAR - COLLAPSED
8. LANDING GEAR, MAIN GEAR - OVERLOAD
9. 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) 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. - 2364 10/25/87 BROWNSVILLE, TX A/C Reg. No. N5606Y Time (Lcl) - 0410 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed - 340/004 KTS
Visibility - .250 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
BROWNSVILLE, TX
Destination
MEXICO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

BROWNSVILLE ARPT
Runway Ident - 13
Runway Lth/Wid - 7400/ 150
Runway Surface - CONCRETE
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26
Biennial Flight Review
Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10502
Make/Model - 700
Instrument - 0
Multi-Eng - 700
Last 24 Hrs - 3
Last 30 Days - UNK/NR
Last 90 Days - 60

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMB INTO IFR CONDITIONS, THE NON-MULTIENGINE, NON-INSTRUMENT RATED MEXICAN CERTIFICATED PRIVATE PILOT DIVERTED HIS ATTENTION FROM FLYING THE AIRCRAFT TO ADJUST THE MIXTURE CONTROL ON THE LEFT ENGINE. THE AIRCRAFT IMPACTED THE GROUND AND CARTWHEELED, COMING TO REST ABT 200 FT AFTER INITIAL IMPACT. BOTH ENGS SEPARATED FROM THE WINGS WHICH HAD BOTH SEPARATED FROM THE FUSELAGE. INVESTIGATION REVEALED THAT THE ACFT WAS 600 LBS OVR MAX GROSS WT.

Brief of Accident (Continued)

File No. - 2364

10/25/87

BROWNSVILLE, TX

A/C Reg. No. N5606Y

Time (Lcl) - 0410 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. IFR PROCEDURE - DISREGARDED - PILOT IN COMMAND
5. DIVERTED ATTENTION - PILOT IN COMMAND
6. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
7. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
8. INADEQUATE TRAINING - PILOT IN COMMAND
9. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2362 10/26/87 MIDLAND, TX A/C Reg. No. N3931L Time (Lcl) - 1905 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 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 010/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
ROSWELL, NM
Destination
MIDLAND, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MIDLAND AIRPORT
Runway Ident - 16
Runway Lth/Wid - 3975 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	124	Last 24 Hrs -	3
Make/Model-	29	Last 30 Days-	UNK/NR	
Instrument-	2	Last 90 Days-	5	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED LONG AND COULD NOT STOP BEFORE RUNNING OFF THE END OF THE RUNWAY. THE AIRCRAFT, COLLIDED WITH A FENCE AND THE LEFT WING WAS DAMAGED WHEN THE ACFT COLLIDED WITH A DITCH.

Brief of Accident (Continued)

File No. - 2362

10/26/87

MIDLAND, TX

A/C Reg. No. N3931L

Time (Lc1) - 1905 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE
6. LANDING GEAR, TIRE - DISABLED
7. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 2367 10/30/87 SAN ANGELO, TX A/C Reg. No. N3449J Time (Lcl) - 2340 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	AMARILLO, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAN ANGELO, TX	SAN ANGELO
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6900/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 180
SE LAND	Months Since - 17	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 180
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A LONG FINAL APPROACH THE AIRCRAFT RAN OUT OF FUEL. THE PILOT MADE A FORCED LANDING IN A FIELD. DURING LANDING ROLL THE NOSE GEAR COLLAPSED, THE MAIN LANDING GEAR CAME OFF, AND BOTH WINGS WERE DAMAGED. THE PILOT STATED THAT HE COULD HAVE AVOIDED THE ACCD BY NOT OVERFLYING BIG SPRINGS ARPT (BUT RATHER LNDG THERE AND REFUELING) AND BY KEEPING BETTER TRACK OF FLT PROGRESS AND FUEL CONSUMPTION.

Brief of Accident (Continued)

File No. - 2367

10/30/87

SAN ANGELO, TX

A/C Reg. No. N3449J

Time (Lcl) - 2340 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. LANDING GEAR, NOSE GEAR - OVERLOAD
6. LANDING GEAR, NOSE GEAR - COLLAPSED
7. LANDING GEAR, MAIN GEAR - OVERLOAD
8. LANDING GEAR, MAIN GEAR - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2369 11/20/87 BURNET, TX A/C Reg. No. N7370H Time (Lc1) - 1515 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 185	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BURNET, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BURNET MUNICIPAL
Wind Dir/Speed- 070/004 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 6
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL, THE AIRCRAFT DRIFTED TO THE LEFT OF THE RUNWAY CENTERLINE. WITNESSES THEN OBSERVED THE AIRCRAFT VEER TO THE RIGHT AND GROUND LOOP COMING TO REST OFF THE END OF THE RUNWAY. ATTEMPTS TO CONTACT THE STUDENT PLT HAVE NOT BEEN SUCCESSFUL.

Brief of Accident (Continued)

File No. - 2369

11/20/87

BURNET, TX

A/C Reg. No. N7370H

Time (Lcl) - 1515 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 4. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 2358 11/28/87 COMMERCE, TX A/C Reg. No. N59345 Time (Lcl) - 1100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal 2	Serious 0	Minor 0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BEECH 95-B55	Eng Make/Model - CONTINENTAL IO-520-E2B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 1	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/012 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MCKINNEY, TX</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 724</p> <p>Make/Model- 0</p> <p>Instrument- 110</p> <p>Multi-Eng - 182</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 18</p> <p>Last 90 Days- 54</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO SATISFY AN INSURANCE REQUIREMENT THAT THE OWNER RECEIVE 10 HOURS OF DUAL INSTRUCTION IN THIS AIRCRAFT. THE DUAL CONTROLS HAD BEEN REMOVED AND THE SINGLE CONTROL WAS ON THE LEFT SIDE. THE AIRCRAFT WAS OBSERVED IN A CLOCKWISE FLAT SPIN UP TO IMPACT. THE LANDING GEAR WAS DOWN AS WERE THE FLAPS. THE LEFT ENGINE WAS AT FULL POWER WHILE THE RIGHT THROTTLE WAS IN THE IDLE POSITION AND THE PROPELLER CONTROL WAS IN THE FEATHER POSITION. THE PROPELLER WAS AGAINST THE START LOCK PINS. NO MALFUNCTIONS WERE FOUND. THE CFI, WHO WAS IN THE RIGHT SEAT, HAD .5 HRS OF FLT TIME IN BEECH 95-B55'S. FAR'S PROHIBIT THE CFI FROM ACTING AS THE PIC IN MULTIENGINE ACFT WITHOUT DUAL CONTROLS INSTALLED.

Brief of Accident (Continued)

File No. - 2358

11/28/87

COMMERCE, TX

A/C Reg. No. N5934S

Time (Lc1) - 1100 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED(VMC) - NOT MAINTAINED - DUAL STUDENT
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. STALL/SPIN - INADVERTENT - DUAL STUDENT
 4. LOWERING OF FLAPS - INTENTIONAL - DUAL STUDENT
 5. GEAR DOWN AND LOCKED - INTENTIONAL - DUAL STUDENT
 6. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
 7. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2379 12/17/87 ELDORADO, TX A/C Reg. No. N8945F Time (Lcl) - 1030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - HUGHES 269A-1	Eng Make/Model - LYCOMING HIO-360-BIA	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 190	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 8082
SE LAND,ME LAND	Months Since - 9	Make/Model- 114
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 625
		Multi-Eng - 2666
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 107
		Rotorcraft - 805

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE THE PILOT WAS ATTEMPTING TO LAND IN A CLEARING, THE MAIN ROTOR BLADES CONTACTED A TREE CAUSING THE AIRCRAFT TO DESCEND UNCONTROLLED FOR ABOUT 40 FEET. THE HELICOPTER STRUCK THE GROUND IN A NOSE LOW ATTITUDE CAUSING DAMAGE TO THE SKIDS, BUBBLE, ROTOR BLADES, AND TAIL BOOM.

Brief of Accident (Continued)

File No. - 2379

12/17/87

ELDORADO, TX

A/C Reg. No. N8945F

Time (Lc1) - 1030 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. OBJECT - TREE(S)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2307 12/18/87 BURNET, TX A/C Reg. No. N33007 Time (Lcl) - 1900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -APPROACH			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-CIC	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HOUSTON, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	HORSESHOE BAY, TX	HORSESHOE BAY
Wind Dir/Speed- 100/006 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 25.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6000/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 600 FT OVERCAST	Type Apch/Lndg - ADF/NDB	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 983
SE LAND	Months Since - 23	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 963
		Last 30 Days- 11
		Instrument- 221
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ARRIVED IN THE AREA OF HIS PLANNED DESTINATION AND COMPLETED THE OUTBOUND AND INBOUND PROCEDURE TURNS FOR THE NDB RUNWAY 17 APPROACH WITHOUT REPORTED INCIDENT. ALMOST IMMEDIATELY THEREAFTER, THE AIRCRAFT IMPACTED A LARGE OAK TREE ABOUT 15 FEET AGL OR 1265 FEET MSL, ON A HILLTOP 12 MILES NORTH OF AND INBOUND TO THE AIRPORT. HIS MDA WAS 1840 MSL OR 590 FEET ABOVE THE GROUND WHERE THE IMPACT OCCURRED. THE REQUIRED CHECKS OF THE ALTIMETER AND STATIC SYSTEM WERE CURRENT, HAVING BEEN CONDUCTED THREE MONTHS BEFORE THE ACCIDENT. WITNESSES NEAR THE ACCD SITE INDICATED THAT THE VISIBILITY AT ABT THE TIME OF THE ACCD WAS NEAR ZERO. INFO FM THE PLTS LOGBOOKS REVEALED THAT HE HAD FLOWN INTO THE ARPT ON A REGULAR BASIS FOR THE LAST 4 TO 5 YRS.

Brief of Accident (Continued)

File No. - 2307

12/18/87

BURNET, TX.

A/C Reg. No. N33007

Time (Lcl) - 1900 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. OBJECT - TREE(S)
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - HIGH TERRAIN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2371 12/23/87 GODLEY, TX A/C Reg. No. N736AN Time (Lcl) - 1545 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					3

-----Aircraft Information-----

Make/Model - CESSNA 172XP	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BONHAM, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	GRANBURY, TX	Runway Ident - N/A
Wind Dir/Speed- 180/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .125 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- FOG		
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 - 182
SE LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - C-172XP	Make/Model- 48
		Last 30 Days- 2
		Instrument- 3
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT, THE WEATHER WORSENER. VISIBILITY DECREASED AND THE CEILING LOWERED, FORCING THE PILOT TO DESCEND IN ORDER TO REMAIN VFR. THE PILOT ELECTED TO PERFORM A PRECAUTIONARY LANDING IN A FIELD. DURING LANDING ROLL THE PILOT NOTICED A POST AND CULVERT IN HIS PATH. HE ADDED POWER AND ROTATED NOSE UP, BECOMING AIRBORNE, MISSING THE POST AND CULVERT BUT LANDING HARD ON THE NOSE GEAR. THE NOSE GEAR COLLAPSED AND THE ACFT NOSED DOWN AND TO THE LEFT, DAMAGING THE LEFT WING SPAR.

Brief of Accident (Continued)

File No. - 2371

12/23/87

GODLEY, TX

A/C Reg. No. N736AN

Time (Lcl) - 1545 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER EVALUATION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. IN FLIGHT WEATHER AVOIDANCE ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
7. TERRAIN CONDITION - DITCH
8. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6

Factor(s) relating to this accident is/are finding(s) 2,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2231 11/06/87 PINTURA,UT A/C Reg. No. N9447B Time (Lcl) - 1951 MST

-----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	2	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed- 210/008 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PRESCOTT,AZ
Destination
PROVO,UT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR FLIGHT FOLLOWING
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 397
Make/Model- 395
Instrument- 87
Last 24 Hrs - UNK/NR
Last 30 Days- 31
Last 90 Days- 58

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BFR TAKEOFF, THE PLT WAS BRIEFED ABT LGT TO MOD RIME ICING IN CLDS & PRECIP ABV THE FRZG LVL. THE FRZG LVL WAS FORECAST TO BE AT 7000' TO 9000' IN THE AREA OF PRESCOTT, SLOPING DOWNWARD TO THE NORTH. THE PLT DID NOT FILE A FLT PLAN, BUT DID RCV VFR FLT FLWG AFTER HE WAS EN ROUTE. DRG THE FLT, HE OBTAINED ADNL WX INFO & FINALLY INDICATED HE WOULD PROCEED TO CEDAR CITY. AT ONE POINT, HE ERRED IN RPRTG HIS ALT. LATER, WHEN ASKED BY ATC, HE SAID THE ACFT WAS NOT ACCUMULATING ICE, ALTHOUGH IT WAS A DARK NGT. AT 1962 MST, THE PLT INQUIRED ABT THE DIST TO CEDAR CITY & WAS TOLD IT WAS AT HIS ONE O'CLOCK PSN AT 23 MI. HE ACKNOWLEDGED & THIS WAS HIS LAST KNOWN TRANSMISSION. SHORTLY THEREAFTER, CONTACT WITH THE ACFT WAS LOST & IT COLLIDED WITH TREES ON WOODED TRRN AT AN ELEV OF ABT 8050'. THE WRECKAGE PATH WAS OVR A 900' AREA. NO PRE-IMPACT MECH PRBLM WAS FND. THE 1950 MST WX AT CEDAR CITY (ELEV 5622') WAS IN PART 1500' SCT, 3000' OVC, VIS 10 MI; BUT IMC WAS RPRTD ABT 15 MI SOUTH. ACFT WAS NOT CERT FOR IFR. PLT RCDV IFR RATING 3 MONS EARLIER; HAD 4.7 HRS ACTUAL WX TIME

Brief of Accident (Continued)

File No. - 2231

11/06/87

PINTURA,UT

A/C Reg. No. N9447B

Time (Lcl) - 1951 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - ICING CONDITIONS
6. WEATHER CONDITION - LOW CEILING
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

8. LIGHT CONDITION - DARK NIGHT
9. TERRAIN CONDITION - HIGH TERRAIN
10. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
11. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
12. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7,10

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,8,9,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2339 11/27/87 WILLIS, VA A/C Reg. No. N4832S Time (Lcl) - 1836 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

Pass

Fatal

1

2

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-32-260B
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/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 060/010 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 200 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

LIMA, OH

Destination

WINSTON-SALEM, NC

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, CFI

SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 931

Make/Model - 109

Instrument - 223

Multi-Eng - 113

Last 24 Hrs - UNK/NR

Last 30 Days - 39

Last 90 Days - 320

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A NIGHT IFR FLIGHT AT 7000 FT MSL IN IMC WHEN THE PLT REPORTED THE DIRECTIONAL GYRO WAS INOPERATIVE. THE ACFT WAS OUTBOUND FROM THE PULASKI VOR ON V45 HEADED SOUTHEAST. THE PLT FURTHER REPORTED THE TURN&BANK AND THE MAG COMPASS WERE OPERATIVE. SHORTLY AFTERWARDS THE PLT WAS UNABLE TO MAINTAIN THE CORRECT COURSE. THE ACFT EVENTUALLY REVERSED COURSE. WHILE ATC WAS TRYING TO HELP THE PLT RETURN TO THE CORRECT COURSE THE ACFT DESCENDED AND COLLIDED WITH THE GROUND. WITNESSES NEAR THE ACCIDENT SITE REPORTED POOR VISIBILITY, LOW CLOUDS, AND FOG. THE AIRCRAFT'S IMC CAPABILITY COULD NOT BE ACCURATELY DETERMINED DUE TO THE EXTENSIVE FIRE AND IMPACT DAMAGE. EXAMINATION OF THE ENGINE DRIVEN VACUUM PUMP DID NOT REVEAL CONCLUSIVE EVIDENCE OF FAILURE. THE ACFT WAS EQUIPPED WITH A STANDBY VACUUM SYSTEM, HOWEVER, OPERATION OF THE SYSTEM COULD NOT BE CONFIRMED. THE PLT HAD FLOWN THE FIRST LEG (4.0 HRS.) TO DROP OFF PAX AND WAS RETURNING TO HIS HOME BASE. THE ACFT HAD FLOWN ABOUT 3 HRS. ON THIS LEG.

Brief of Accident (Continued)

File No. - 2339

11/27/87

WILLIS, VA

A/C Reg. No. N4832S

Time (Lcl) - 1836 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - INOPERATIVE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

2. LIGHT CONDITION - NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - FOG
6. FLIGHT AND NAVIGATION INSTRUMENTS - MISREAD - PILOT IN COMMAND
7. SPATIAL DISORIENTATION - PILOT IN COMMAND
8. FATIGUE - PILOT IN COMMAND
9. DESCENT - INADVERTENT -
10. EMERGENCY PROCEDURE - NOT FOLLOWED - 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) 6,7,10

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. - 2267 9/18/87 MONTPELIER,VT A/C Reg. No. N2216L Time (Lcl) - 1615 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH 23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KNAPP STATE
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 5005/ 150
Lowest Sky/Clouds - 2800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
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)
STUDENT	Current - N/A	Total - 39
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 11
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE AIRCRAFT BOUNCED AND THE STUDENT PILOT ATTEMPTED TO CORRECT THE SITUATION. HOWEVER, THE AIRCRAFT TOUCHED DOWN AND BOUNCED AGAIN, THEN BECAME UNCONTROLLABLE. SUBSEQUENTLY, IT VEERED OFF THE LEFT SIDE OF THE RUNWAY AND HIT A PARKED CESSNA 172.

Brief of Accident (Continued)

File No. - 2267

9/18/87

MONTPELIER, VT

A/C Reg. No. N2216L

Time (Lc1) - 1615 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2284 12/31/87 BURLINGTON,VT A/C Reg. No. N2243J Time (Lcl) - 1742 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300
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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 170/022 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 3500 FT
Lowest Ceiling - 3500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
BINGHAMTON,NY
Destination
RUTLAND,VT

Airport Proximity
ON AIRPORT

Airport Data

BURLINGTON INTL
Runway Ident - 15
Runway Lth/Wid - 7807/ 150
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 734 Last 24 Hrs - 3
Make/Model- 230 Last 30 Days- 18
Instrument- 126 Last 90 Days- 30
Multi-Eng - 89

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG FLT FM WILMINGTON, DE TO RUTLAND, VT, THE PLT DIVERTED TO BINGHAMTON AFTER RECG THE ALBANY WX & LEARNING RUTLAND WX WAS NOT AVAILABLE. AFTER LNDG, HE TOLD FSS PSNL HE PHONED RUTLAND & WAS TOLD THE WX WAS GOOD. HE GOT 2 WX BRIEFINGS BFR CONTG THE FLT & WAS ADZD OF FLT PRECAUTIONS FOR ICING & TURBC, AS WELL AS PIREPS CONCERNING ICING. HE FILED A FLT PLAN & CONTD ON TO RUTLAND. WHILE APCHG RUTLAND AT 6000', HE RPRTD MOD ICING. HE REQD CLNC TO CLB & WAS CLRD TO 8000', BUT HAD DIFFICULTY CLB. HE REQD & RECD VECTORS TO BURLINGTON, WHICH HAD 3500' OVC & GOOD VIS. WHILE EN ROUTE, HE WAS UNABLE TO MAINT MIN SAFE ALT OF 5500' & DECLARED AN EMERG. AFTER DSCNDG BLO CLDS, HE SAID ICE WAS COMING OFF THE ACFT. HE RPRTD THE RWY IN SIGHT & WAS CLRD TO LND. WITNESSES SAID THAT ON FINAL APCH, THE ACFT LOST 150 TO 200 FT, THEN REGAINED SOME ALT SVRL TIMES. DRG 3RD LOSS OF ALT, IT HIT THE GND IN A FLAT ATTITUDE & SLID APRX 300' ONTO THE RWY. THE ACFT WAS NOT EQUIPPED FOR FLT IN KNOWN ICING CONDS. PITOT HEAT SW FND IN OFF PSN. DC-9 CREW RPRTD 15 KT LOSS OF SPEED ON FINAL APCH.

Brief of Accident (Continued)

File No. - 2284

12/31/87

BURLINGTON, VT

A/C Reg. No. N2243J

Time (Lcl) - 1742 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - ICING CONDITIONS
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. WING - ICE
6. PITOT/STATIC SYSTEM -
7. EMERGENCY EQUIPMENT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

8. FLIGHT TO ALTERNATE DESTINATION
9. WEATHER CONDITION - WINDSHEAR
10. WEATHER CONDITION - TURBULENCE
11. AIRSPEED - INADEQUATE - PILOT IN COMMAND
12. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,11,12

Factor(s) relating to this accident is/are finding(s) 2,3,4,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2355 11/18/87 SEQUIM,WA A/C Reg. No. N70334 Time (Lcl) - 2142 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
FRIDAY HARBOR,WA
Destination
RENTON,WA

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 - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 320
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 DARK NIGHT VISUAL METEOROLOGICAL CONDITIONS, THE AIRCRAFT STRUCK TREES WHILE IN CRUISE FLT AT ABOUT 2,000 FEET MSL. ALTHOUGH THE PILOT HAD REQUESTED VFR TRAFFIC ADVISORIES, HE DID NOT SOLICIT THE USE OF THE LOW ALTITUDE ALERT SYSTEM. THIS SYSTEM WAS DESIGNED AS A CONTROLLER AID IN DETECTING POTENTIALLY UNSAFE AIRCRAFT PROXIMITY TO TERRAIN OR OBSTRUCTIONS AND WAS AVAILABLE AT THE TIME FOR VFR FLTS IF REQUESTED. THE PLT REFUSED TO SUBMIT ANY WRITTEN STATEMENTS CONCERNING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2355

11/18/87

SEQUIM,WA

A/C Reg. No. N70334

Time (Lc1) - 2142 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE

Finding(s)

1. OBJECT - TREE(S)
2. ALTITUDE - IMPROPER - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. RADAR ASSISTANCE TO VFR AIRCRAFT - 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) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2252 12/10/87 SILVERDALE,WA A/C Reg. No. N4953Z Time (Lcl) - 1100 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	4
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA TU206G	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SEATTLE,WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SILVERDALE,WA	APEX
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2500/ 28
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1430
SE LAND,ME LAND	Months Since - 5	Make/Model- 11
	Aircraft Type - UNK/NR	Instrument- 166
		Multi-Eng - 120
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 210

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON THE LNDG ROLL WITH A QTRG HDWND, THE ACFT ENCTRD A GUST WHICH PUSHED IT TO THE LEFT. THE PLT SAID HE APPLIED FULL RGT AILERON, BUT IT HAD NO EFFECT. AS THE ACFT WAS "BEING BLOWN" TOWARD TREES, THE PLT APPLIED FULL RGT BRAKE. HE SAID THE LEFT WING TIP SWUNG FORWARD & DOWNWARD & HIT THE GROUND, THEN THE ACFT ROCKED FORWARD. THE LEFT WING, PROP & NOSE GEAR WERE DAMAGED DRG THE OCCURRENCE. THE PLT ESTD THE WIND WAS FROM THE SSW AT 10 GSTG 35 KTS.

Brief of Accident (Continued)

File No. - 2252

12/10/87

SILVERDALE, WA

A/C Reg. No. N4953Z

Time (Lc1) - 1100 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2256 2/20/87 CAMP DOUGLAS, WI A/C Reg. No. N4601V Time (Lcl) - 0945 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172RG	Eng Make/Model	- LYCOMING O-360-F1A6	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRSTRIP
Method	- UNK/NR	TOMAH, WI	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SHEBOYGAN, WI	VOLK ANG BASE
Wind Dir/Speed	- 160/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 27
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Clearance	- 9000/ 150
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- CONCRETE
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1151	Last 24 Hrs - 0
SE LAND	Months Since - 3	Make/Model - 869	Last 30 Days - 21
	Aircraft Type - C-172RG	Instrument - 6	Last 90 Days - 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PASSENGER RPRTD THAT ABOUT 5 MIN AFTER TAKEOFF, THE PLT BECAME INCAPACITATED & WAS NO LONGER ABLE TO MAINTAIN CONTROL OF THE ACFT. THE NON-CERTIFICATED PASSENGER ASSUMED CONTROL. WITH THE ASSISTANCE (INSTRUCTIONS) FROM AN AIRBORNE FLT INSTRUCTOR & AN INSTRUCTOR IN THE CONTROL TOWER AT VOLK ANG BASE, THE PASSENGER WAS ABLE TO MAKE A LANDING, BUT THE ACFT WAS DAMAGED DURING THE OCCURRENCE. A PATHOLOGICAL EXAM REVEALED THERE WAS A COMPLETE DISSECTION OF ASCENDING AORTA, CIRCUMFERENTIAL, 3 CM ABOVE THE AORTIC VALVE WITH CYSTIC MEDIAL NECROSIS & A SUBSEQUENT CARDIAC TAMPONADE.

Brief of Accident (Continued)

File No. - 2256

2/20/87

CAMP DOUGLAS, WI

A/C Reg. No. N4601V

Time (Lcl) - 0945 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
 2. INCAPACITATION(OTHER CARDIOVASCULAR) - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. RADIO COMMUNICATIONS - PERFORMED - PASSENGER
 4. INSTRUCTIONS, WRITTEN/VERBAL - ISSUED - PILOT OF OTHER AIRCRAFT
 5. INSTRUCTIONS, WRITTEN/VERBAL - ISSUED - FLIGHT INSTRUCTOR(ON GROUND)
 6. FLARE - NOT ATTAINED - PASSENGER
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2255 7/14/87 MADISON,WI A/C Reg. No. N2501L Time (Lcl) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
			0	0	2
			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	COTTAGE GROVE,WI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	MADISON TRUAX FIELD
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5846/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 7260
SE LAND,ME LAND	Months Since - 2	Make/Model- 1801
	Aircraft Type - UNK/NR	Instrument- 391
		Multi-Eng - 25
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 129

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) & PVT PLT (STUDENT) WERE ON A RENTER'S CHECK-OUT FLT TO FAMILIARIZE THE STUDENT WITH A CESSNA 172. WHILE PRACTICING LANDINGS, TOWER PSNL PROVIDED A WINDSHEAR ALERT. DRG AN APCH TO LAND, THE ACFT WENT INTO A HIGH SINK RATE OVER THE APCH END OF THE RWY & TOUCHED DOWN HARD. A GO-AROUND WAS MADE, & AFTER TOWER PSNL CHECKED THE GEAR, AN UNEVENTFUL LANDING WAS MADE. DURING A SUBSEQUENTLY INSPN OF THE ACFT, DAMAGE WAS FOUND, WHICH INCLUDED BUCKLING OF THE FIREWALL & NOSE GEAR SUPPORT BEAMS.

Brief of Accident (Continued)

File No. - 2255

7/14/87

MADISON, WI

A/C Reg. No. N2501L

Time (Lcl) - 1230 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
3. FLARE - IMPROPER - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2271 8/17/87 HEDGESVILLE, WV A/C Reg. No. N9827A Time (Lcl) - 1945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	2	0	0
Accident Occurred During -APPROACH			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 190	Eng Make/Model - CONTINENTAL W-670-23	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 240 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 6000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN GO AROUND	Airport Proximity OFF AIRPORT/STRIP Airport Data FLYING D Runway Ident - 36 Runway Lth/Wid - 2600/ 65 Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, ATP SE LAND, ME LAND	Age - 55 Biennial Flight Review Current - YES Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 14184 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
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THERE WERE NO EYEWITNESSES TO THE ACDNT, BUT 3 PERSONS HEARD THE ENG REV UP TO A HIGH POWER SETTING BEFORE THE PLANE CRASHED. SUBSEQUENTLY, IT CRASHED IN A WOODED AREA NORTH OF THE PLT'S 2600' PVT STRIP. THERE WAS A WOODED HILL NORTH OF THE STRIP. THE PLT'S WIFE SAID HE ALWAYS LANDED TO THE NORTH & TOOK OFF TO THE SOUTH. MULTIPLE PROPELLER SLASH MARKS WERE FOUND ON A TREE LIMB THAT WERE 2 TO 8 INCHES DEEP & 18 TO 24 INCHES APART. AFTER HITTING TREES, THE ACFT CAME TO REST IN AN INVERTED PSN WITH THE CABIN CRUSHED. THE WING FLAPS WERE FND RETRACTED & THE TRIM WAS SET FOR TAKEOFF. THE THROTTLE WAS FULL FWD, THE PROP CONTROL WAS SET FOR MAX RPM, & THE MIXTURE WAS AT FULL RICH. NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS FND. WT & BALANCE COMPUTATIONS SHOWED THE AIRCRAFT'S FORWARD CENTER OF GRAVITY LIMITATION WAS EXCEEDED BY 1.4". IN REFERENCE TO BALKED LANDING PROCEDURES, THE ACFT MANUAL STATED THAT IT WAS INADVISABLE TO BRING THE FLAPS UP UNTIL A SAFE ALTITUDE AND AN AIRSPEED OF 90 MPH WAS GAINED.

Brief of Accident (Continued)

File No. - 2271

8/17/87

HEDGESVILLE, WV

A/C Reg. No. N9827A

Time (Lcl) - 1945 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
4. TERRAIN CONDITION - RISING
5. LOWERING OF FLAPS - NOT USED - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. PROPER CLIMB RATE - NOT ATTAINED - 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) 2,7

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2325 9/05/87 CABIN,WV

A/C Reg. No. N65721

Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	1	2	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

-----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 - 150 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

Itinerary

Last Departure Point
YORK, PA
Destination
ELKIN, WV

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 150/004 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 4100 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 188
Make/Model - 8
Instrument - 0
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A VFR FLIGHT AT 4500 FT MSL OVER A MOUNTAINOUS AREA WHEN HE ENCOUNTERED LOWERING CLOUDS. THE PLT DESCENDED TO STAY BELOW THE CLOUDS; HOWEVER, HE INADVERTENTLY ENTERED THE CLOUDS. AFTERWARDS HE TRIED TO TURN AROUND AND AS HE DID SO, ACCORDING TO ONE OF THE SURVIVORS WHO WAS THE PLTS WIFE, TREES APPEARED INTO VIEW FOLLOWED BY A TREE STRIKE. THE ACFT CAME TO REST NEAR THE TOP OF A MOUNTAIN AT ABOUT 3500 FT. THE ELT ACTIVATED. SEARCH AND RESCUE PERSONNEL REACHED THE ACCIDENT SITE ABOUT 23 HRS LATER.

Brief of Accident (Continued)

File No. - 2325

9/05/87

CABIN,WV

A/C Reg. No. N65721

Time (Lc1) - 1200 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - CLOUDS
 3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

4. OBJECT - TREE(S)
 5. MANEUVER - ATTEMPTED - PILOT IN COMMAND
 6. WEATHER CONDITION - OBSCURATION
 7. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2349 12/10/87 AFTON,WY

A/C Reg. No. N1868Q

Time (Lc1) - 0930 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				
		Crew	1	0	0
		Pass	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC

Itinerary

Last Departure Point
AFTON,WY
Destination
ENGLEWOOD,CO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

Wind Dir/Speed- 240/014 KTS.
Visibility - 60.0 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 - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 67

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - C-177RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1114

Make/Model- 150

Instrument- 33

Last 24 Hrs - UNK/NR

Last 30 Days- 4

Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS NOT CERTIFIED NOR EQUIPPED FOR FLT INTO ICING CONDITIONS. THE PLT ELECTED TO DEPART EVEN THOUGH HE WAS ADVISED BY THE CREW OF A C-182 THAT HAD JUST LNDD TO STAY BELOW THE CLOUDS BECAUSE OF ICING. AFTER TKOF THE ACFT CLEARED AN 11000 FT MTN RANGE BUT COLLIDED WITH THE NEXT RANGE WHILE IN A WINGS LEVEL DESCENT AT 9200 FT. THE ACFT WAS NOT FOUND UNTIL JUNE 14, 1988. RECORDS AT THE NATIONAL WEATHER SERVICE INDICATE THAT THE WEATHER IN THE AREA OF THE ACCD AT THE TIME WAS OVERCAST SKIES WITH SNOW AND MODERATE ICING IN THE CLOUDS.

Brief of Accident (Continued)

File No. - 2349

12/10/87

AFTON, WY

A/C Reg. No. N1868Q

Time (Lcl) - 0930 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - ICING CONDITIONS
3. FLIGHT ADVISORIES - DISREGARDED - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

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