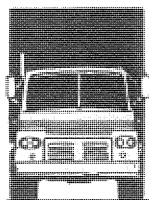
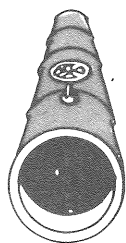
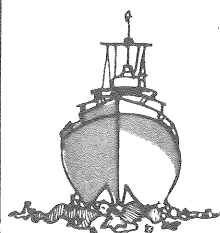
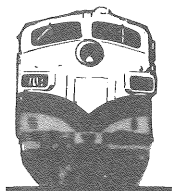
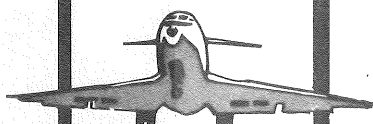


AAB 89/06

PB89-916906

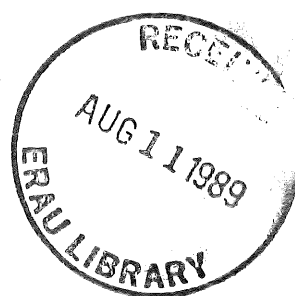


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

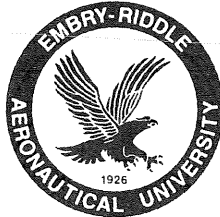
AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 13 OF 1987 ACCIDENTS**



NTSB/AAB-89/06

UNITED STATES GOVERNMENT



JACK R. HUNT MEMORIAL LIBRARY
DAYTONA BEACH, FLORIDA 32014 • 904-239-6595

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-89/06		2. Government Accession No. PB89-916906		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1987 - Issue Number 13				5. Report Date July 3, 1989	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1987 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1987. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 2401 through 2600					
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	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 398	
				22. Price	

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.

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.

Orders for this material will also involve a user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

Requests for reproduction should be forwarded to the:

National Transportation Safety Board
Public Inquiries Section, AD-46
800 Independence Avenue, S. W.
Washington, D. C. 20594

TABLE OF CONTENTS

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

AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-381

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 13

CALENDAR YEAR 1987

File Order Listing - Issue No. 13, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2401	23AZ	121787	CHANTILLY, VA	SWEARINGEN	SA-226	SERIOUS	354
2402	319AU	120587	DEPTFORD, NJ	BOEING	737-2B7	NONE	252
2403	9538L	110587	STAMFORD, CT	CESSNA	172	NONE	112
2404	512FC	111487	PARRISH, AL	CRUMP	512	NONE	4
2405	6793J	080687	FAIRWATER, WI	PIPER	PA-28	NONE	376
2406	58MH	122587	FLUSHING, NY	BEECH	58	MINOR	286
2407	9085L	071187	BARGAINTOWN, NJ	CHAMPION	7GCA	MINOR	244
2408	9075H	080187	BREWSTER, MA	PIPER	PA-18S	NONE	164
2409	51085	091387	BROOKLINE, NH	CESSNA	150J	NONE	236
2410	302RB	092787	PLYMOUTH, VT	PIPER	PA-28	MINOR	360
2411	98494	081187	BINGHAMTON, NY	CESSNA	172	SERIOUS	262
2412	93193	092987	BRIDGEPORT, CT	CESSNA	152	NONE	106
2413	9078Z	080187	STERLING, MA	ROBINSON	R22	NONE	166
2414	105GP	122287	CHADRON, NE	CESSNA	402C	FATAL	234
2415	33PW	081287	PLEDGER, TX	BELL	206B	NONE	332
2416	275CH	103187	WATKINS, CO	QUICKIE	Q-200	NONE	102
2417	1067W	011387	SACRAMENTO, CA	BEECH	F33A	FATAL	22
2418	4889E	101487	COLUMBIA, MO	CHAMPION	AERONCA 7G	FATAL	228
2419	2777R	082387	KAILUA-KONA, HI	BELL	206B	MINOR	118
2420	6122G	090587	LEE VINING, CA	CESSNA	172N	MINOR	68
2421	39DD	083087	LANCASTER, CA	CESSNA	310D	NONE	66
2422	77PL	111387	MCGRATH, MN	PIPER	PA-22	NONE	222
2423	37808	090187	LANAI, HI	GAF	NOMAD 24A	NONE	120
2424	54MS	070587	SPRINGFIELD, VT	MCCULLOCH	MONERAI "S	FATAL	356
2425	5418P	112487	SAN CLEMENTE, CA	CESSNA	152	NONE	90

File Order Listing - Issue No. 13, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2426	662DM	062187	BRIDGEPORT, CA	ROCKWELL	690	FATAL	56
2427	2816M	102387	CHURCHTON, MD	PIPER	PA-32-300	NONE	202
2428	CGPAC	092087	ELDRED ROCK, AK	PIPER	PA-31-310	FATAL	2
2429	6501S	110887	CUMBERLAND, WI	CESSNA	150H	SERIOUS	378
2430	2678R	062187	MILWAUKEE, WI	PIPER	PA-28R	FATAL	368
2431	8444A	042987	NEWHALL, CA	PIPER	PA-28-181	FATAL	46
2432	9613F	011687	CIMA, CA	CESSNA	208	FATAL	24
2433	228MC	072187	TOMAH, WI	ROBINSON	AVID FLYER	SERIOUS	372
2434	9583	103187	LAPEER, MI	ENSTROM	F-28A	NONE	214
2435	2206F	091687	GULF OF MEXICO, OF	BELL	206B	MINOR	290
2436	149R	021887	QUINCY, IL	WESTWIND	E18S	FATAL	126
2437	9568G	112187	SAN JOSE, CA	CESSNA	172N	NONE	88
2438	596SP	090287	MONTGOMERYVILLE, PA	PIPER	PA-28-140	NONE	302
2440	8955R	070587	SCOODIC LAKE, ME	AERONCA	7EC	NONE	206
2441	6216N	011187	BIG BEAR CITY, CA	CESSNA	T182	NONE	20
2442	26864	031387	CHINLE, AZ	CESSNA	414A	MINOR	8
2444	554AC	102387	OSHTENO TOWNSHP, MI	TED SMITH	AEROSTAR 6	FATAL	212
2445	9055F	111587	MONTOURSVILLE, PA	PIPER	PA-32-300	SERIOUS	316
2446	32774	051387	SAYRE, PA	PIPER	PA-32-300	FATAL	298
2448	6576B	091787	NAPA, CA	CESSNA	152	NONE	76
2449	704XV	090787	FRANKLIN, CA	CESSNA	150	NONE	70
2450	2293D	011787	YUCCA VALLEY, CA	CESSNA	170B	MINOR	30
2451	1296W	071387	LOUISE, TX	WEATHERLY	201C	NONE	326
2452	5200W	041187	PALM DESERT, CA	HUGHES	369E	SERIOUS	44
2453	87PB	041287	HYANNIS, MA	CESSNA	402C	MINOR	160

File Order Listing - Issue No. 13, 1987

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2454	608V	081587	PAGE, AZ	BEECH	35-33	NONE	12
2455	8191V	033087	MARLIN, TX	PIPER	PA-28-181	FATAL	324
2456	9917U	030587	TUCSON, AZ	GRUMMAN AMER	AA-5A	FATAL	6
2457	123DU	011887	S LAKE TAHOE, CA	CESSNA	177RG	FATAL	32
2458	99AW	072887	MORRIS, MN	TAYLORCRAFT	BC12-D	FATAL	220
2459	2820S	032787	MOUNT VERNON, IL	BEECH	V35-TC	FATAL	128
2460	5514T	053187	HUNTINGBURG, IN	CESSNA	172E	MINOR	146
2461	76EM	103187	VINTON, IA	MERCHANT	PITTS S-1S	SERIOUS	124
2462	3815H	092087	JACKSON, LA	ERCOUPE	415-D	FATAL	156
2463	1352W	091187	NEW ORLEANS, LA	PARTENAVIA	P68C	SERIOUS	154
2464	99VP	111287	DEKALB, IL	ALEXANDER VO	VP-1	NONE	134
2465	1358R	060787	MIDDLETON, WI	GRUMMAN AMER	AA-5	FATAL	364
2466	8888M	032387	CAMP PENDLETON, CA	BEECH	V35B	FATAL	38
2467	5753H	081987	EHRENBERG, AZ	PIPER	PA-16	NONE	14
2468	201LF	030487	WEED, CA	MOONEY	M20J	FATAL	36
2469	26CK	032787	RIVERSIDE, CA	THORP	T-18	NONE	42
2470	5107B	091587	MONTEREY, CA	CESSNA	152	NONE	74
2471	230EA	032987	INDIANAPOLIS, IN	AIRBUS	A300B4-203	SERIOUS	144
2472	5611P	112887	DANVILLE, IL	PIPER	PA-24-180	NONE	136
2473	757KW	120587	LINCOLN, IL	CESSNA	152	NONE	138
2474	2957C	120587	CARLTON, MN	CESSNA	180	NONE	226
2475	400AW	092587	HAMBURG, NY	RYAN	ST-3RR	NONE	264
2476	56808	070587	DULUTH, MN	PIPER	PA-28	NONE	218
2477	76249	080587	OSHKOSH, WI	CESSNA	120	SERIOUS	374
2478	57791	062287	PLOVER, WI	PIPER	PA-36	SERIOUS	370

File Order Listing - Issue No. 13, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2479	7603Q	032587	HALF MOON BAY, CA	CESSNA	310Q	FATAL	40
2480	231MW	043087	LONG BEACH, CA	MOONEY	M20K	NONE	48
2481	5982P	011787	OCEANO, CA	PIPER	PA-24-180	FATAL	28
2482	1101K	091787	FREEMONT, CA	HUGHES	269C	MINOR	78
2483	65482	052487	NEW HAVEN, CT	CESSNA	172	NONE	104
2484	2716Z	111987	BELLE PLAINE, MN	BELLANCA	7GCAA	NONE	224
2485	700T	083087	MARTINSVILLE, IN	BEECH	B35	FATAL	150
2486	4767H	112887	SAN MARCOS, CA	PIPER	PA-11	FATAL	94
2487	39583	053087	CHESAPEAKE, VA	HAM	WIZARD	NONE	346
2488	9249Y	102187	BEVERLY, MA	PIPER	PA-31-310	NONE	180
2489	51699	102587	LACONIA, NH	ENSTROM	F-28C	NONE	240
2490	448C	101287	WAKEENEY, KS	STINSON	108-2	SERIOUS	152
2491	8391A	100987	WESTON, MA	PIPER	PA-28-161	NONE	172
2492	3497J	101387	CROGHAN, NY	CESSNA	150	NONE	268
2493	2841N	101887	NEW MILFORD, CT	CESSNA	140	NONE	108
2494	6344X	101887	NANTUCKET, MA	CESSNA	402B	NONE	178
2495	97313	101787	BEDFORD, MA	CESSNA	172P	NONE	174
2495	6718Z	101787	BEDFORD, MA	BEECH	C23	NONE	176
2496	1158T	091287	AUSTIN, TX	BEECH	58P	FATAL	334
2497	1677F	100687	ONEONTA, NY	CESSNA	172H	NONE	266
2498	4007T	100287	MANSFIELD, MA	BEECH	B23	NONE	170
2499	39857	100687	NEWPORT, VT	BELLANCA	17-30A	SERIOUS	362
2500	4166Q	090987	WILLIAMSPORT, PA	CESSNA	310N	NONE	304
2501	8288A	081587	VERGENNES, VT	PIPER	PA-28RT-20	NONE	358
2502	33576	071287	HUNTINGDON, PA	PIPER	J3C-65	NONE	300

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2503	1223J	073087	NO KINGSTOWN, RI	ROCKWELL	112A	NONE	322
2504	9425D	081187	ISLIP, NY	CESSNA	172	NONE	258
2504	4868N	081187	ISLIP, NY	CESSNA	182	NONE	260
2505	704PG	080787	NEWPORT BEACH, CA	CESSNA	150M	FATAL	62
2508	72P	102587	CAMARILLO, CA	STITS	ELKINS 85	FATAL	84
2509	8441	082387	CONDORD, CA	PIPER	PA-30-160	NONE	64
2510	8331M	051687	SCOTTS, MI	CESSNA	A150K	FATAL	210
2511	3075E	100987	LOWMOOR, VA	CESSNA	172N	FATAL	348
2512	8886X	113087	SOUTH HILL, VA	CESSNA	182D	FATAL	352
2513	4533Q	113087	MORRISTOWN, NJ	GULFSTREAM-A	AA-5B	NONE	250
2514	7189T	062087	TOMAH, WI	CESSNA	172A	FATAL	366
2515	2256M	031687	SCOTTSDALE, AZ	ROBINSON	R-22-A	FATAL	10
2517	5488A	060387	ARNETT, OK	CESSNA	P210R	FATAL	292
2518	2077P	100687	LIVERMORE, CA	PIPER	PA-23-150	MINOR	82
2520	42814	051787	SANTA MONICA, CA	CESSNA	182L	SERIOUS	50
2521	123PL	110787	SAN LUIS OBISPO, CA	ROBINSON	R-22	NONE	86
2522	123JY	120487	DUNSMUIR, CA	PIPER	PA-38-112	MINOR	96
2523	2573K	091987	SAN DIEGO, CA	CESSNA	180K	NONE	80
2524	91AV	092087	MARANA, AZ	CESSNA	150	NONE	18
2525	7896W	092087	TUCSON, AZ	PIPER	PA-28-180	NONE	16
2527	46TD	120687	SPRINGFIELD, NE	CESSNA	180	FATAL	232
2528	80379	040687	LANSING, IL	CESSNA	172	NONE	130
2529	75825	112587	SACRAMENTO, CA	CESSNA	172N	NONE	92
2530	734YZ	121287	TRACY, CA	CESSNA	172N	NONE	100
2531	50320	121187	FULLERTON, CA	CESSNA	150H	NONE	98

File Order Listing - Issue No. 13, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2532	3702K	121887	WEDRON, IL	BEECH	58	FATAL	140
2533	79366	012787	DUNSMUIR, CA	MOONEY	M20E	FATAL	34
2534	5138V	011687	MT. BALDY, CA	MORRISEY	2150A	FATAL	26
2535	757ER	111987	WARRENTON, VA	CESSNA	152	FATAL	350
2536	6461N	061487	HUNTINGTON BCH, CA	CESSNA	T210N	FATAL	54
2537	739RV	042487	LIHUE, HI	CESSNA	172N	FATAL	116
2538	10995	042987	TAMUNINGS, OF	HUGHES	369D	FATAL	288
2539	3666W	110487	FULTON, TX	PIPER	PA-32-260	FATAL	340
2540	7987W	041787	YORK, PA	PIPER	PA-28-180	FATAL	296
2541	331PX	121487	JOPLIN, MO	BRITISH AERO	BAE-3101	SERIOUS	230
2542	1082S	090987	VALLEJO, CA	BELL	206B	FATAL	72
2543	27512	112087	HONOLULU, HI	PIPER	PA-31-350	MINOR	122
2544	92440	101487	ISLAND FALLS, ME	PIPER	J3	FATAL	208
2545	17985	101187	CONCORD, NH	BEECH	F-33A	FATAL	238
2546	5571C	122287	SANDWICH, MA	CESSNA	170A	FATAL	196
2547	32307	120187	MIDDLETOWN, PA	PIPER	PA-28-150	NONE	318
2548	5775S	102487	MANSFIELD, MA	SCHWEIZER	SGS-2-33A	NONE	182
2549	310DW	102487	PEPPERELL, MA	CESSNA	152	NONE	184
2550	28205	102587	ST. PAUL, PA	PIPER	J-4	MINOR	310
2552	14164	112387	NO. CANAAN, CT	WACO	ZKC-5	NONE	114
2553	4419C	103187	MONTGOMERY, NY	TAYLORCRAFT	F21B	SERIOUS	272
2554	6385M	110787	GROUCESTER TWSP, NJ	CESSNA	152	NONE	248
2556	8993L	111487	TEWKSBURY, MA	GRUMMAN	AA-1B	NONE	192
2557	8362G	103187	MILLBROOK, NY	CESSNA	150	SERIOUS	274
2558	9230Q	111287	UTICA, NY	BEECH	36	NONE	278

File Order Listing - Issue No. 13, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2560	9568T	111487	SCHENECTADY, NY	CESSNA	210	NONE	280
2561	757PY	110187	CHATHAM, MA	CESSNA	152	NONE	186
2562	38334	103087	WINDHAM, CT	PIPER	PA-32R-300	NONE	110
2563	5502Z	110187	ARGYLE, NY	PIPER	PA-22-108	NONE	276
2564	9772U	092687	IRWIN, PA	GRUMMAN	AA-5A	NONE	306
2566	990C	101887	HENRYVILLE, PA	STINSON	108-3	SERIOUS	308
2567	4302T	110187	ERWINNA, PA	PIPER	PA-28-161	NONE	312
2568	6439D	110187	MARLBORO, MA	CESSNA	172	NONE	188
2569	8128A	110887	SHIRLEY, MA	CESSNA	170B	NONE	190
2570	11GS	041087	NORTH ADAMS, MA	SPRAGUE	CHRISTIAN	FATAL	158
2571	8980J	111487	LANCASTER, TX	PIPER	PA-28-180	FATAL	344
2572	48777	071287	FIREBAUGH, CA	RYAN	ST3KR	FATAL	58
2573	356AA	080887	BAYTOWN, TX	ARNOLD	VP-2	NONE	330
2574	876Q	111187	DALLAS, TX	PIPER	PA-18-150	NONE	342
2575	36503	071487	ANAHUAC, TX	AIR TRACTOR	AT-301	MINOR	328
2576	32560	122487	PLYMOUTH, MA	PIPER	PA-28-161	NONE	198
2577	74085	121587	ROME, NY	GRUMMAN	AA-5A	SERIOUS	284
2578	8364N	111187	BEAVER FALLS, PA	PIPER	PA-28R-201	SERIOUS	314
2579	3041Y	121987	HAMMONTON, NJ	CESSNA	182	NONE	254
2580	5383R	123187	CONCORD, NH	CESSNA	172	NONE	242
2581	2813	062187	ROLLING PRAIRIE, IN	MCENTEE	STITSPLAYM	FATAL	148
2582	3135A	031087	ANGOLA, IN	CESSNA	170B	NONE	142
2583	11089	122587	KEYMAR, MD	CHAMPION	7ECA	FATAL	204
2584	16491	120387	POTTSTOWN, PA	PIPER	PA-28-140	NONE	320
2585	866Q	120787	WHITE PLAINS, NY	MITSUBISHI	MU-2B-20	NONE	282

File Order Listing - Issue No. 13, 1987

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2586	9296W	092787	HOUSTON, TX	PIPER	PA-28-235	SERIOUS	336
2587	6512E	101287	CRYSTAL CITY, TX	CESSNA	175	SERIOUS	338
2588	350AP	072887	NANTUCKET, MA	AEROSPATIALE	AS350D	NONE	162
2589	3411	102887	BARTLESVILLE, OK	CONVAIR	640 (340D)	MINOR	294
2590	444AV	060487	CALIFORNIA CITY, CA	DOUGLAS	A-4A	FATAL	52
2591	7JT	071587	MARINA DEL REY, CA	CESSNA	T210L	FATAL	60
2592	756KZ	022187	MARTINSBURG, WV	CESSNA	R-182	NONE	380
2593	5527K	060387	MONTGOMERY, NY	CESSNA	310Q	FATAL	256
2594	150TC	091587	BALTIMORE, MD	BEECH	58	NONE	200
2595	5060K	081887	MARTHA VINEYARD, MA	BELLANCA	8GCBC	FATAL	168
2596	8207B	082387	BAILEYVILLE, IL	CESSNA	172	FATAL	132
2597	10AS	111987	ST CLAIR SHORES, MI	BEECH	TC-45J	SERIOUS	216
2598	109AM	103087	SPRING VALLEY, NY	AGUSTA	109A	NONE	270
2599	2669H	103187	BLAIRSTOWN, NJ	SCHWEIZER	2-33	SERIOUS	246
2600	3888Q	112487	BEVERLY, MA	BELL	206B	MINOR	194

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 13 OF 1987 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2428 9/20/87 ELDRED ROCK,AK A/C Reg. No. CGPAC Time (Lcl) - 1705 ADT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AIR NORTH	DESTROYED					
Type of Operation	-SCHEDULED,INTL,PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 129	NONE	Pass	1	0	0	0
Accident Occurred During	-DESCENT			4	0	0	0

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

Make/Model	- PIPER PA-31-310	Eng Make/Model	- LYCOMING TIO-540-A2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 9	Rated Power	- 310 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WHITEHORSE,CD	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	JUNEAU,AK	
Wind Dir/Speed- 170/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
FOREIGN	Current - YES	Total - 1400	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 1	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - PA-31	Instrument- UNK/NR	Last 90 Days- 50
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS CLR'D ON AN IFR FLT FM WHITEHORSE TO JUNEAU, VIA V-428 TO CHILL INTXN, THEN DRCT TO JUNEAU. CHILL INTXN WAS LOCATED ON V-428, 36 MI SOUTH OF HAINES NDB ON A BEARING OF 146 DEG. ON REACHING HAINES NDB, THE PLT CANCELLED HIS IFR CLNC & CONTD UNDER VISUAL FLT RULES (VFR). SUBSEQUENTLY, THE ACFT CRASHED ON A GLACIER BETWEEN HAINES & JUNEAU, APRX 15 MI SE OF HAINES NDB AT AN ELEV OF ABOUT 4500'. A PLT, FLYING ABOUT 5 MI SW OF THE CRASH SITE AT THE TIME OF THE ACDNT, RPRTD A BKN TO OVC CEILING AT 2500' TO 3000' MSL. THE ACDNT SITE WAS NEAR THE HAINES TRANSITION OF THE BARLO 4 DEPARTURE (SID). IN THAT AREA, THE MIN EN ROUTE ALT FOR FLT ON THE HAINES TRANSITION WAS 9000' UNDER INSTRUMENT FLT RULES.

Brief of Accident (Continued)

File No. - 2428

9/20/87

ELDRED ROCK, AK

A/C Reg. No. CGPAC

Time (Lc1) - 1705 ADT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. TERRAIN CONDITION - SNOW COVERED
 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

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

Brief of Accident

File No. - 2404 11/14/87 PARRISH,AL A/C Reg. No. N512FC Time (Lcl) - 1130 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	-LANDING	Pass 0	0	0	0

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - CRUMP 512
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ABERDEEN,MS
Destination
BIRMINGHAM,AL

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,ME LAND
HELICOPTER

Age - 31
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2860 Last 24 Hrs - 1
Make/Model- 222 Last 30 Days- UNK/NR
Instrument- 477 Last 90 Days- 102
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 5500 FT, THE PROPELLER SEPARATED FROM THE AIRCRAFT AND STRUCK THE LEFT WING. DURING THE RESULTING FORCED LANDING, THE PILOT HAD DIFFICULTY CONTROLLING THE AIRCRAFT AND WAS UNABLE TO MANEUVER TO A SELECTED FIELD. HE SAID THE AIRCRAFT WOULD BECOME UNCONTROLLABLE BELOW 100 MPH, EVEN THOUGH THE BEST GLIDE SPEED WAS 77 MPH (BEFORE IT WAS DAMAGED). HE DECLARED AN EMERGENCY & MADE A LANDING APPROACH AT 120 MPH. DURING THE LANDING, THE AIRCRAFT HIT A CLOTHES LINE & TREE BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 2404

11/14/87

PARRISH,AL

A/C Reg. No. N512FC

Time (Lc1) - 1130 CST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - FAILURE, TOTAL
2. PROPELLER SYSTEM/ACCESSORIES - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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. - 2456 3/05/87 TUCSON,AZ A/C Reg. No. N9917U Time (Lcl) - 1740 MST

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

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

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

Make/Model - GRUMMAN AMERICAN AA-5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/003 KTS Visibility - 50.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 20000 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point TUCSON,AZ Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - VFR Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity OFF AIRPORT/STRIP Airport Data RYAN FIELD Runway Ident - 06 Runway Lth/Wid - 5500/ 75 Runway Surface - ASPHALT Runway Status - DRY
---	--	---

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

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 26 Biennial Flight Review Current - YES Months Since - 0 Aircraft Type - PA-31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 1315 Last 24 Hrs - UNK/NR Make/Model- 6 Last 30 Days- 183 Instrument- 44 Last 90 Days- 625 Multi-Eng - 209
---	---	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A WITNESS OBSERVED THE AIRPLANE ENTERING DOWNWIND WITH SMOKE TRAILING BEHIND IT. THE PILOT COMMUNICATED TO UNICOM THAT: "THE ENGINE HAS QUIT; I HAVE TO GET DOWN". THE WITNESS THEN OBSERVED THE AIRPLANE MAKING A TIGHTER-THAN-NORMAL 'BASE TO FINAL' TURN. THE AIRPLANE NOSED DOWN AND SPUN TO THE GROUND. AN EXAMINATION OF THE AIRFRAME REVEALED NO MECHANICAL PROBLEMS. THE POWERPLANT WAS REMOVED TO A TESTING FACILITY. TEARDOWN OF THE ENGINE, ACCESSORIES, AND CARBURETOR REVEALED NO MALFUNCTIONS. THE CARBURETOR, PRIOR TO TEARDOWN, WAS INSTALLED ON A SIMILAR ENGINE AND WAS SATISFACTORILY RUN IN A TEST CELL. THE ACCIDENT OCCURRED IN FLAT TERRAIN.

Brief of Accident (Continued)

File No. - 2456

3/05/87

TUCSON,AZ

A/C Reg. No. N9917U

Time (Lcl) - 1740 MST

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

2. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
3. STALL/SPIN - INADVERTENT - DUAL STUDENT
4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

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) 2,4

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

Brief of Accident

File No. - 2442 3/13/87 CHINLE,AZ A/C Reg. No. N26864 Time (Lcl) - 1913 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA 414A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6750
No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL TS10-520-NB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/002 KTS
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
PHOENIX,AZ
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CHINLE
Runway Ident - 35
Runway Lth/Wid - 4200/ 60
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 3750
Make/Model-	200
Instrument-	160
Multi-Eng -	1000
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THE RWY LIGHTS ON ONE SIDE OF THE RWY WERE INOP & THAT HE MADE AN APCH TO THE WRONG SIDE OF THE LIGHTS. WHEN HE REALIZED THE ACFT WAS NOT ALIGNED WITH THE RWY, HE INITIATED A GO-AROUND. HOWEVER, AS HE STARTED TO GO-AROUND, THE ACFT HIT A FENCE BESIDE THE RWY & SUBSEQUENTLY CRASH LANDED.

Brief of Accident (Continued)

File No. - 2442

3/13/87

CHINLE,AZ

A/C Reg. No. N26864

Time (Lcl) - 1913 MST

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

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - FAILURE, PARTIAL
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 5. GO-AROUND - DELAYED - PILOT IN COMMAND
 6. OBJECT - FENCE
-

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

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

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

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. - 2515 3/16/87 SCOTTSDALE,AZ A/C Reg. No. N2256M Time (Lcl) - 1117 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	Injuries			
Type of Operation - INSTRUCTIONAL	Fire	2	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 - ROBINSON R-22-A	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1370	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	SCOTTSDALE
Wind Dir/Speed- 120/004 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8250/ 75
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
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,CFI	Current - YES	Total - 180
	Months Since - 1	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - R-22-A	Make/Model- 180
		Last 30 Days- 12
		Instrument- 0
		Last 90 Days- 53
		Rotorcraft - 180

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE HELICOPTER STOP & APPEAR TO FLY BACKWARDS ON DOWNWIND BEFORE IT FELL TO THE GROUND IN AN UNCONTROLLED DESCENT. THEY ALSO NOTED THAT PORTIONS OF THE HELICOPTER'S TAIL SECTION SEPARATED AS IT FELL TO THE GROUND. AN EXAMINATION OF THE WRECKAGE REVEALED EVIDENCE OF A MAIN ROTOR STRIKE ON THE TAILBOOM OF THE HELICOPTER. AN EXAMINATION OF THE ENGINE REVEALED NO EVIDENCE OF MECHANICAL PROBLEMS.

Brief of Accident (Continued)

File No. - 2515

3/16/87

SCOTTSDALE, AZ

A/C Reg. No. N2256M

Time (Lcl) - 1117 MST

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

Finding(s)

1. MISC ROTORCRAFT, TAIL BOOM - SEPARATION
 2. MANEUVER - INITIATED - PILOT IN COMMAND(CFI)
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND(CFI)
 4. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND(CFI)
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2454

8/15/87

PAGE, AZ

A/C Reg. No. N608V

Time (Lcl) - 1100 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	2
Accident Occurred During	-LANDING				

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

Fire Crew
NONE Pass

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

Make/Model - BEECH 35-33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-J
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 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- 200/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DURANGO, CO
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
PAGE MUNI

Runway Ident - 15
Runway Lth/Wid - 5499/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 50

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 225	Last 24 Hrs	- 2
Make/Model-	123	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	20
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ARRIVING AT THE ARPT, THE PLT ENTERED TRAFFIC TO LAND ON RWY 15 WITH A GUSTY X-WIND FROM THE RIGHT. HE REPORTED THAT JUST BEFORE TOUCHDOWN, THE AIRCRAFT ENTERED A SUDDEN LEFT ROLL. SUBSEQUENTLY, THE LEFT WING CONTACTED THE RUNWAY AND THE PLANE NOSED DOWN, COLLAPSING THE NOSE GEAR. AT 1050 MST, THE WIND WAS RPRTD TO BE FROM 200 DEG AT 10 GUSTING 24 KTS.

Brief of Accident (Continued)

File No. - 2454

8/15/87

PAGE,AZ

A/C Reg. No. N608V

Time (Lcl) - 1100 MST

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

Finding(s)

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

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

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

Brief of Accident

File No. - 2467 8/19/87 EHRENBURG,AZ A/C Reg. No. N5753H Time (Lcl) - 0750 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-16
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1525
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 180/020 KTS

Visibility - 35.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BUCKEYE,AZ

Destination

BLYTHE,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 39

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 70

Make/Model- 34

Instrument- 1

Multi-Eng - 1

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A X-COUNTRY FLT, THE STUDENT PLT ELECTED TO LAND ON A ROAD APRX 12 MI SHORT OF HIS DESTN TO "CHECK ON A JOB." HE SAID HE WAS FAMILIAR WITH THE ROAD & DECIDED TO MAKE A STRAIGHT-IN APCH W/O FIRST FLYING OVER IT TO LOOK FOR OBSTRUCTIONS. AFTER MAKING AN UNEVENTFUL LANDING, THE STUDENT SAW A ROAD SIGN AHEAD; HOWEVER, HE WAS UNABLE TO STOP BEFORE THE LEFT WING TIP HIT THE SIGN. THE ACFT THEN VEERED TO THE LEFT & HIT A PILE OF BROKEN CONCRETE.

Brief of Accident (Continued)

File No. - 2467

8/19/87

EHRENBURG, AZ

A/C Reg. No. N5753H

Time (Lcl) - 0750 MST

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

Finding(s)

1. TERRAIN CONDITION - ROADWAY/HIGHWAY
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. OBJECT - SIGN
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2525

9/20/87

TUCSON, AZ

A/C Reg. No. N7896W

Time (Lcl) - 1645 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

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

ELT Installed/Activated - 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
SOCORRO, NM
Destination
TUCSON, AZ

Airport Proximity
ON AIRPORT

Airport Data

LACHOLLA AIRPORT
Runway Ident - 15
Runway Lth/Wid - 4500/ 36
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 260/004 KTS

Visibility - 35.0 SM

Lowest Sky/Clouds - 9000 FT SCATTERED

Lowest Ceiling - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 250

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A PIPER PA-28-180 COLLIDED WITH A TREE AFTER VEERING OFF RUNWAY 15. THE PILOT INDICATED THAT HE ENCOUNTERED A RIGHT CROSSWIND DURING THE LANDING ROLL AND VEERED OFF THE LEFT SIDE OF THE RUNWAY. THE AIRCRAFT'S LEFT WING THEN STRUCK A TREE SEVERING IT FROM THE FUSELAGE. THERE WERE NO UNRESOLVED MAINTENANCE DISCREPANCIES OR MALFUNCTIONS REPORTED AGAINST THE AIRCRAFT PRIOR TO DEPARTURE. THE OFFICIAL WEATHER OBSERVATION STATION LOCATED 20 NAUTICAL MILES SOUTH OF THE ACCIDENT SITE REPORTED THE WINDS FROM 260 DEGREES AT 4 KNOTS.

Brief of Accident (Continued)

File No. - 2525

9/20/87

TUCSON,AZ

A/C Reg. No. N7896W

Time (Lc1) - 1645 MST

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
-

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

3. OBJECT - TREE(S)
 4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - CONGESTED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2524 9/20/87 MARANA, AZ A/C Reg. No. N91AV Time (Lcl) - 1645 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MARANA, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AURA VALLEY
Wind Dir/Speed- 280/009 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
PreCipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 15
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- 12
		Instrument- 1
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LOST CONTROL OF THE AIRPLANE DURING LANDING ROLL ON RWY 30. HE INDICATED THAT THE WINDS WERE FROM 280 DEG AT 9 KTS GUSTING TO 12 KTS. THE AIRPLANE VEERED RIGHT DEPARTING THE RWY. THE NOSE GEAR SUBSEQUENTLY COLLAPSED IN ROUGH AND UNEVEN TERRAIN CONDITIONS ADJACENT TO THE RWY.

Brief of Accident (Continued)

File No. - 2524

9/20/87

MARANA,AZ

A/C Reg. No. N91AV

Time (Lc1) - 1645 MST

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 - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2441

1/11/87

BIG BEAR CITY, CA

A/C Reg. No. N6216N

Time (Lcl) - 1030 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - CESSNA T182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/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- 024/005 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PACOIMA, CA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BIG BEAR

Runway Ident - 07

Runway Lth/Wid - 5850/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 482 Last 24 Hrs - 1

Make/Model- 76 Last 30 Days- 5

Instrument- 1 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHEN THE NOSE WHEEL TOUCHED DOWN DURING THE LANDING, A SEVERE VIBRATION BEGAN & THE ACFT VEERED TO THE LEFT. SHE SAID SHE PULLED THE YOKE AFT, BUT THIS HAD NO RESPONSE. ALSO, SHE SAID SHE APPLIED BRAKES, BUT COULD NOT STOP THE ACFT OR MAKE IT TURN RIGHT. SUBSEQUENTLY, THE ACFT DRIFTED INTO A SNOW BANK BESIDE THE RWY & NOSED OVER. A WITNESS SAID THE LEFT MAIN GEAR "CAUGHT THE SNOW ON THE SIDE OF THE RUNWAY FOR APPROX 30 FEET, THEN AIRCRAFT TURNED INTO THE SNOW . . ." AN EXAM OF THE NOSE LANDING GEAR WAS MADE, BUT NO MECHANICAL PROBLEMS WERE FOUND.

Brief of Accident (Continued)

File No. - 2441

1/11/87

BIG BEAR CITY, CA

A/C Reg. No. N6216N

Time (Lc1) - 1030 PST

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

Finding(s)

1. LANDING GEAR, NOSE GEAR - VIBRATION
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED -
-

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING

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

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

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

Brief of Accident

File No. - 2417 1/13/87 SACRAMENTO, CA

A/C Reg. No. N1067W

Time (Lcl) - 1802 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
ON GROUND

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

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

Make/Model - BEECH F33A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-BA10
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/018 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SACRAMENTO EXECUTIVE
Runway Ident - 30
Runway Lth/Wid - 3836/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI
SE LAND, ME LAND
GLIDER

Age - 61

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - BE-35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13000	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 WINDS AT THE AIRPORT HAD BEEN REPORTED AS STRONG AND GUSTING. AFTER HIS PASSENGERS ARRIVED, THE PILOT REQUESTED AND RECEIVED TAXI INSTRUCTIONS TO THE ACTIVE RUNWAY WHICH WAS APRX 3700 FT FROM HIS PARKING SPACE. ABOUT 2-1/2 MINS AFTER RECEIVING HIS TAXI CLEARANCE, THE PILOT REQUESTED AND RECEIVED TAKEOFF INSTRUCTIONS. GROUND WITNESSES STATED THAT AFTER THE AIRCRAFT TOOK OFF, IT CLIMBED TO APRX 100 TO 200 FT, THEN ROLLED LEFT, ENTERED A STEEP DIVE & CRASHED. ABOUT 5 SEC LATER, A POST-CRASH FIRE ERUPTED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE GUST LOCK PIN WAS FOUND NEAR THE CONTROL COLUMN. THE PIN WAS BENT & THE GUST LOCK PIN HOLE IN THE CONTROL COLUMN WAS ELONGATED AS THOUGH IT HAD BEEN FORCED REARWARD WITH THE PIN INSTALLED.

Brief of Accident (Continued)

File No. - 2417

1/13/87

SACRAMENTO, CA

A/C Reg. No. N1067W

Time (Lc1) - 1802 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2432 1/16/87 CIMA,CA A/C Reg. No. N9613F Time (Lcl) - 0640 PST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-CALIFORNIA AIR CHARTER	DESTROYED					
Type of Operation	-SCHEDULED, DOMESTIC, CARGO	Fire	Crew	1	Fatal	Serious	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	Minor
Accident Occurred During	-DESCENT			0	0	0	None

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

Make/Model	- CESSNA 208	Eng Make/Model	- P&W PT-6A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	OFF AIRPORT/STRIP	
Method	- UNK/NR		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 340/010 KTS	Runway Lth/Wid	- N/A
Visibility	- 51.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- 8000 FT SCATTERED	Runway Status	- N/A
Lowest Ceiling	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age	- 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total	- 2478
SE LAND, ME LAND	Months Since	- 1	Make/Model	- 91
	Aircraft Type	- BE-99	Instrument	- 244
			Multi-Eng	- 2321
			Last 24 Hrs	- 8
			Last 30 Days	- 88
			Last 90 Days	- 265

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A DAY/VFR FLT FROM ONTARIO, CA TO LAS VEGAS, NV, THE ACFT COLLIDED WITH MOUNTAINOUS TERRAIN NEAR THE TOP OF A 6500' PEAK. RADAR DATA SHOWED THAT APRX 20 MIN BEFORE THE ACNT, THE ACFT BEGAN A GRADUAL DSCNT FROM ABOUT 10,000'. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT, ENG OR AUTOPLT WAS FOUND. THE PLT HAD A REST PERIOD ON THE PREVIOUS DAY, BUT THE INVESTIGATION DID NOT DETERMINE WHETHER HE HAD OBTAINED ANY SLEEP BEFORE A 1700 PST FLT. AFTER THE 1700 PST FLT, HE VOLUNTARILY FLEW ON A LATE NIGHT FLT WITH ANOTHER COMPANY. THAT FLT WAS DELAYED IN RETURNING & DID NOT LAND AT ONTARIO UNTIL ABOUT 0500 PST THE NEXT MORNING. APRX 41 MIN LATER, THE PLT TOOK OFF ON THE ACNT FLT.

Brief of Accident (Continued)

File No. - 2432

1/16/87

CIMA,CA

A/C Reg. No. N9613F

Time (Lcl) - 0640 PST

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. DESCENT - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, FATIGUE (LACK OF SLEEP) - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2534

1/16/87

MT. BALDY, CA

A/C Reg. No. N5138V

Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - MORRISEY 2150A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1817
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 360/040 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR OVERCAST
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - UNK/NR

Itinerary

Last Departure Point
EL MONTE, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 56
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2900
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL FLT, THE AIRPLANE WAS SEEN CIRCLING OVER A RIDGE FOUR TIMES. ON THE FIFTH PASS, THE AIRPLANE DISAPPEARED NORTHBOUND INTO THE CLOUDS. A WITNESS REPORTED THAT AT THE TIME THE MT TOPS WERE COVERED WITH FOG AND THAT BLIZZARD CONDITIONS EXISTED. DURING THE ON SCENE INVESTIGATION, IT WAS FOUND THAT THE AIRPLANE'S LEFT WING STRUCK A TREE. THE AIRPLANE CONTINUED TO TRAVEL 300 TO 400 YARDS BEFORE COMING TO REST ON THE FAR SIDE OF A DEEP RAVINE. THERE WAS NO EVIDENCE TO SUGGEST ANY PRE-IMPACT FAILURE OR MALFUNCTION OF THE AIRPLANE.

Brief of Accident (Continued)

File No. - 2534

1/16/87

MT. BALDY, CA

A/C Reg. No. N5138V

Time (Lc1) - UNK/NR

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

Finding(s)

1. WEATHER CONDITION - SNOW
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2481 1/17/87 OCEANO, CA A/C Reg. No. N5982P Time (Lcl) - 1515 PST

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

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

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

Make/Model - PIPER PA-24-180	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MONTEREY, CA	OCEANO
Wind Dir/Speed- 340/008 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2335/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 256
SE LAND	Months Since - 1	Make/Model- 120
	Aircraft Type - BE-24	Instrument- 1
		Last 24 Hrs - 2
		Last 30 Days- 22
		Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE SURVIVING PAX (S/P) NOTICED THE ACFT BEGAN LOSING ALT. SHE HEARD THE PLT COMMENT ABOUT A "CLICKING NOISE IN THE LEFT WING" WHICH SHE ALSO HEARD & SAID SOUNDED LIKE METAL CLICKING TOGETHER. GROUND WITNESSES NOTICED A CHANGE IN ENG SOUND. SEVERAL RPRTD AN INTERRUPTION OF ENG PWR, BUT OTHERS (INCLUDING THE S/P) DID NOT RPRT A PWR LOSS. SUBSEQUENTLY, THE ACFT CRASHED APRX 600 YDS SSE FM THE APCH END OF RWY 29. DRG IMPACT, THE LEFT WING & NOSE WERE EXTENSIVELY DMGD. AFTER IMPACT, THE ACFT TRAVELED ONLY ABOUT 37' BEFORE COMING TO REST. AN EXAM REVEALED THE #4 EXHAUST PIPE FAILED NEXT TO THE WELDED FLANGE THAT ATTACHED THE PIPE TO THE EXHAUST PORT. THE FRACTURES WERE DISCOLORED BY EXHAUST GASES & PEENED BY REPEATED CTC WITH THE MATING SURFACES, MAKING EVALUATION DIFFICULT. MUCH OF THE FRACTURE WAS 90 DEG TO THE PIPE SURFACE (TYPICAL OF FATIGUE). THE FLANGE HAD BEEN PREVIOUSLY REPAIRED BY PUTTING A SLEEVE OF MATERIAL ARND THE PIPE & WELDING IT TO THE FLANGE. SOME AREAS OF THE REPAIR WELD DID NOT ADHERE TO THE SLEEVE OR FLANGE.

Brief of Accident (Continued)

File No. - 2481

1/17/87

OCEANO,CA

A/C Reg. No. N5982P

Time (Lc1) - 1515 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EXHAUST SYSTEM,MANIFOLD - FATIGUE
 2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
-

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

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

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2450

1/17/87

YUCCA VALLEY, CA

A/C Reg. No. N2293D

Time (Lcl) - 1355 PST

-----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	-TAKEOFF				

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145-2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/025 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
PALM SPRINGS, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

YUCCA VALLEY
Runway Ident - 06
Runway Lth/Wid - 3686/ 90
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 51

Biennial Flight Review

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

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

Total - 1200	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) - UNK/NR

-----Narrative-----

THE PILOT REPORTED THAT DURING THE TAKEOFF ROLL, A WIND GUST CAUSED THE LEFT WING TO RAISE AND THE AIRPLANE VEERED TO THE RIGHT. HE IMMEDIATELY APPLIED LEFT AILERON AND RUDDER, BUT TO NO AVAIL. THE AIRPLANE WENT OFF THE RUNWAY, HIT A TREE AND FENCE, AND SUBSEQUENTLY CAME TO REST WITH ITS NOSE IN A DRAINED SWIMMING POOL. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS REPORTED. THE WIND WAS REPORTED TO BE FROM THE NORTHWEST AT 25 GUSTING 30 KNOTS. THE MAXIMUM DEMONSTRATED CROSSWIND CAPABILITY OF THE AIRPLANE WAS 17 KTS.

Brief of Accident (Continued)

File No. - 2450

1/17/87

YUCCA VALLEY, CA

A/C Reg. No. N2293D

Time (Lcl) - 1355 PST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - GUSTS
5. DIRECTIONAL CONTROL - NOT POSSIBLE -
6. GROUND LOOP/SWERVE - UNCONTROLLED -

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

Finding(s)

7. OBJECT - TREE(S)
8. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2457 1/18/87 S LAKE TAHOE, CA A/C Reg. No. N123DJ Time (Lcl) - 2215 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D
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- CALM

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

S LAKE TAHOE, CA

Destination

SAN JOSE, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - C-177RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 794

Make/Model- 239

Instrument- 43

Last 24 Hrs - 2

Last 30 Days- 11

Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTING AT NIGHT FROM SOUTH LAKE TAHOE, CA, THE PLT CONTACTED ARTCC & REQUESTED RADAR FLT FOLLOWING. A SHORT TIME LATER, HE DECLARED AN EMERGENCY & SAID HE WAS REVERSING COURSE WITH A LOSS OF ENG POWER. RADAR & RADIO CONTACT WITH THE ACFT WERE LOST AS IT WAS RETURNING OVER MOUNTAINOUS TERRAIN. SUBSEQUENTLY, THE ACFT CRASHED INTO THE WEST FACE OF A MOUNTAIN ABOUT 10 MI WEST OF THE DEP ARPT. DUE TO ITS REMOTE LOCATION, THE WRECKAGE WAS NOT EXAMINED UNTIL IT WAS RECOVERED ON 6/4/87. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DRG THE INVESTIGATION. THE FUEL SELECTOR VALVE WAS FOUND IN THE OFF POSITION.

Brief of Accident (Continued)

File No. - 2457

1/18/87

S LAKE TAHOE, CA

A/C Reg. No. N123DJ

Time (Lc1) - 2215 PST

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. LIGHT CONDITION - NIGHT
 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2533 1/27/87 DUNSMUIR,CA A/C Reg. No. N79366 Time (Lcl) - UNK/NR

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

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

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

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROSEBURG,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	VAN NUYS,CA	Runway Ident - N/A
Wind Dir/Speed- 150/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 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 - 2500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - SNOW		
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)
PRIVATE	Current - YES	Total - 1691
SE LAND	Months Since - 14	Make/Model- 1523
	Aircraft Type - M-20E	Instrument- 14
		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 A PLEASURE FLIGHT, THE AIRPLANE WAS SEEN FLYING LOW AND DISAPPEARED INTO INSTRUMENT METEOROLOGICAL CONDITIONS, CONSISTING OF LOW CLOUDS, GUSTY WINDS AND SNOW WHICH LASTED THROUGHOUT THE DAY. THE AIRPLANE WAS FOUND ON THE SIDE OF A HILL IN A DESCENDING ATTITUDE WINGS LEVEL. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE. ONE WITNESS REPORTED THAT IT HAD HAILED EARLIER IN THE DAY.

Brief of Accident (Continued)

File No. - 2533

1/27/87

DUNSMUIR, CA

A/C Reg. No. N79366

Time (Lc1) - UNK/NR

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - GUSTS
 3. WEATHER CONDITION - SNOW
 4. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
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

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2468

3/04/87

WEED, CA

A/C Reg. No. N201LF

Time (Lcl) - 1556 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - LYCOMING IO-360-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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR BROKEN
Obstructions to Vision- UNK/NR
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EVERETT, WA
Destination
PALO ALTO, CA

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)
PRIVATE
SE LAND

Age - 60
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 2300	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-----

BEFORE TAKEOFF, THE PLT WAS ADZD THAT STRONG HEAD WINDS, MOD TO SVR TURBC, MTN OBSCUREMENT, MULTIPLE LAYERS OF ICING & DETERIORATING WX WERE FORECAST ALONG HIS ROUTE OF FLT. HE FILED AN IFR CLNC & TOOK OFF AT 1115 PST. WHILE EN ROUTE, HE REQD THE MEDFORD WX & WAS ADZD OF STANDING LENTICULAR CLOUDS. AT 1328 PST, HE CANCELED HIS IFR CLNC. LATER, AT 1535, HE OBTAINED ANOTHER IFR CLNC & WAS ASSIGNED AN ALT OF 11,000'. AT 1546 PST, THE PLT RPRTD HE WAS ENCTRG DOWNDRAFTS; 8 MIN LATER, HE SAID HIS ALT WAS 9300'. SHORTLY, THEREAFTER, RADAR & RADIO CTC WERE LOST AFTER THE ACFT DSCNDD THRU 8900'. SUBSEQUENTLY, THE ACFT CRASHED ON THE LEE SIDE OF A 9025' MTN AT APRX THE 6200' LVL. IT WAS FOUND IN A NEAR VERTICAL NOSE DOWN ATTITUDE WITH ITS BELLY AGAINST AN IMPACT DAMAGED TREE. THE AFT FUSELAGE WAS BENT & TWISTED ABOUT 90 DEG, BUT THE EMPENNAGE WAS ESSENTIALLY UNDAMAGED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT. APRX 7 MI NORTH AT WEED ARPT (ELEV 2938'), THE WIND GUSTS WERE ESTD AT 70 TO 75 MPH.

Brief of Accident (Continued)

File No. - 2468

3/04/87

WEED, CA

A/C Reg. No. N201LF

Time (Lc1) - 1556 PST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. WEATHER CONDITION - MOUNTAIN WAVE
5. WEATHER CONDITION - TURBULENCE
6. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)

7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. STALL/SPIN - UNCONTROLLED -

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7,8,9

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. - 2466 3/23/87 CAMP PENDLETON, CA A/C Reg. No. N8888M Time (Lcl) - 1910 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire UNK/NR

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

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

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 250/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- UNK/NR
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SACRAMENTO, CA
Destination
SAN DIEGO, CA

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 - 64
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - V35B

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

Total	- 3006	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 13	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AS THE ACFT WAS NEARING ITS DESTN AT NGT, THE PLT CONTACTED TRACON & REQD RADAR ADVISORIES & CLNC INTO THE TERMINAL AREA. RADAR CONTACT WAS ESTABLISHED WHEN THE ACFT WAS 6 MI NW OF OCEANSIDE VOR AT 1500' MSL. THIS PLACED THE ACFT IN A RESTRICTED AREA (R-2533). THE CONTROLLER ASKED THE PLT IF HE COULD CLIMB, BUT THERE WAS NO REPLY. SHORTLY THEREAFTER, RADAR CONTACT WAS LOST. A WITNESS, WHO WAS DRIVING ON HIGHWAY 101, SAW THE LIGHTS OF AN ACFT BEFORE IT DSCNDD INTO THE OCEAN. THE WITNESS RPRTD THERE WAS A "RAIN SQUALL" IN THE VICINITY & THE VISIBILITY WAS REDUCED. LATER, THE OCCUPANTS & PIECES OF WRECKAGE WERE WASHED ASHORE; HOWEVER, THE MAIN WRECKAGE WAS NOT RECOVERED. THE PLT'S MED CERT WAS NOT VALID FOR NGT FLT OR FOR COLOR SIGNAL CONTROL.

Brief of Accident (Continued)

File No. - 2466

3/23/87

CAMP PENDLETON, CA

A/C Reg. No. N8888M

Time (Lcl) - 1910 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 3. WEATHER CONDITION - RAIN
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
 6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2479 3/25/87 HALF MOON BAY, CA A/C Reg. No. N7603Q Time (Lcl) - 1649 PST

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

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

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

Make/Model - CESSNA 310Q	Eng Make/Model - CONTINENTAL TS10-520-B	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 - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MONTEREY, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SANTA ROSA, CA	
Wind Dir/Speed- 270/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - VFR	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 - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1120
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-23	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE FLYING NORTHWEST OVER WATER ALONG THE PACIFIC COAST ON AN IFR CLNC, THE PLT RPRTD TO THE SECTOR CONTROLLER (CTLR) "WE'VE GOT A PROBLEM." THE CTLR INQUIRED ABOUT THE NATURE OF THE PROBLEM. THE PLT THEN STATED, "GOING DOWN FAST, OUT OF CONTROL." THE CTLR OBSERVED THAT THE ACFT WAS LOSING ALT RAPIDLY & INSTRUCTED THE PLT TO TURN RIGHT TO 090 DEG FOR VECTORS TOWARD THE SHORELINE; THE PLT RESPONDED, "WE'RE GOING IN." NO FURTHER TRANSMISSIONS WERE RECEIVED FROM THE PLT. THE CTLR NOTED THE ACFT'S TRANSPONDER CODE WENT INTO A COAST MODE & THE PRIMARY TARGET WENT INTO A SLOW LEFT TURN. RADAR CONTACT WAS LOST WITH THE ACFT AFTER IT HAD TURNED TO A SOUTHWESTERLY HEADING. COAST GUARD HELICOPTERS ARRIVED OVER THE AREA OF THE ACFT AT ABOUT 1700 PST. THE HELICOPTER AIRCREWS FOUND AN OIL SLICK, A LNDG GEAR & OTHER REMNANTS OF THE ACFT; HOWEVER, THE MAJOR PORTION OF THE ACFT SANK & WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2479

3/25/87

HALF MOON BAY, CA

A/C Reg. No. N7603Q

Time (Lcl) - 1649 PST

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

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2469 3/27/87 RIVERSIDE, CA A/C Reg. No. N26CK Time (Lcl) - 1630 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
IN FLIGHT

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

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

Make/Model - THORP T-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PERRIS, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RIVERSIDE
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 - 29
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1012	Last 24 Hrs - UNK/NR
Make/Model- 23	Last 30 Days- 9
Instrument- 43	Last 90 Days- 31
Multi-Eng - 23	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A FLT TO PRACTICE AEROBATICS, THE PLT WAS FLYING AT 3500' WHEN HE FELT A COLD LIQUID ON HIS RGT LEG & NOTED THE ODOR OF FUEL IN THE COCKPIT. MOMENTS LATER, FLAMES ERUPTED IN THE COCKPIT. THE PLT BAILED OUT & THE AIRPLANE CRASHED ON THE SOUTHEAST SHORE OF LAKE MATHEWS. A POSTCRASH EXAM REVEALED MAJOR HEAT DAMAGE IN THE AREA NEAR THE PRIMER LINES. THE PLT RPRTD THAT THE PRIMER ASSEMBLY HAD LEAKED ON A PREVIOUS OCCASION.

Brief of Accident (Continued)

File No. - 2469

3/27/87

RIVERSIDE,CA

A/C Reg. No. N26CK

Time (Lcl) - 1630 PST

Occurrence #1 FIRE
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM,PRIMER SYSTEM - LEAK
 2. FUSELAGE,CREW COMPARTMENT - FIRE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2452

4/11/87

PALM DESERT, CA

A/C Reg. No. N5200W

Time (Lcl) - 0735 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - HUGHES 369E
Landing Gear - HIGH SKID
Max Gross Wt - 3550
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 270 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- 210/003 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - 18000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BERMUDA DUNES, CA

Destination

HEMET, CA

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
HELICOPTER

Age - 65

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6000 Last 24 Hrs - 2

Make/Model- 111 Last 30 Days- UNK/NR

Instrument- 650 Last 90 Days- 16

Multi-Eng - 3500 Rotorcraft - 111

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER DSCNDD UNCONTROLLED & CRASHED IN A RESIDENTIAL AREA. AFTER THE ACDNT, THE PLT SAID HE AGREED TO ORBIT THE RESIDENCE OF HIS PAX. AT THE APRX 135 DEG POINT OF A LEFT ORBIT, HE FELT "A BANG & SEVERE VIBRATION IN THE TAIL." THE PLT LOST DRCTNL CTL & THE HELICOPTER BEGAN SPINNING TO THE RIGHT. AN EXAM OF THE TAIL ROTOR GEAR BOX (T/R GB) ASSY REVEALED 3 OF 4 T/R GB MOUNTING STUDS HAD FAILED FROM CYCLIC FATIGUE DUE TO BENDING WHICH HAD RESULTED FROM A LOSS OF CLAMP-UP TORQUE. SUBSEQUENTLY, THE LOWER RIGHT EAR OF THE T/R GB (AT THE LCTN OF THE 4TH STUD) FAILED FROM OVERLOAD & THE T/R GB SEPD. FURTHER INVESTIGATION REVEALED THAT 3 WASHERS HAD BEEN INSTALLED ON EACH OF THE MOUNTING STUDS, BUT ONLY ONE WAS PERMITTED. THE WASHERS WERE INSTALLED DURING COMPLIANCE WITH AD 86-20-07, 78 FLT HRS BEFORE THE ACDNT.

Brief of Accident (Continued)

File No. - 2452

4/11/87

PALM DESERT, CA

A/C Reg. No. N5200W

Time (Lc1) - 0735 PDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - INCORRECT
2. MAINTENANCE, COMPLIANCE WITH AD - IMPROPER - OTHER MAINTENANCE PSNL
3. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - FATIGUE
4. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION

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

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #4 HARD LANDING
Phase of Operation LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2431 4/29/87 NEWHALL, CA A/C Reg. No. N8444A Time (Lcl) - 1730 PDT

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

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

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	ANTIOCH, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	BURBANK, CA	Runway Ident - N/A
Wind Dir/Speed- 170/004 KTS	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 - NONE	
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 910
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 910
		Last 30 Days- 29
		Instrument- 6
		Last 90 Days- 68

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 1440 PDT, THE NON-INSTRUMENT RATED PLT DEPD ANTIOCH CA, ON A FLT TO BURBANK, CA. NO KNOWN IN-FLT COMMUNICATIONS WERE MADE UNTIL THE PLT CONTACTED TRACON AT 1725 PDT. AT THAT TIME, HE RPRTD INBOUND AT 7500' & REQUESTED A SPECIAL VFR CLNC TO THE ARPT. HE WAS TOLD TO MAINT VFR & WAS ADZD THE WX AT BURBANK (ELEV 775') WAS 700' OVERCAST WITH 1 MI VIS, FOG & LGT DRIZZLE. SEVERAL MINUTES LATER, COMMUNICATION WITH THE ACFT WAS LOST. SUBSEQUENTLY, THE ACFT CRASHED ON A RIDGELINE APRX 9 MI NNW OF THE BURBANK ARPT. IMPACT OCCURRED IN A SHALLOW, WINGS LEVEL DESCENT AT AN ELEVATION OF ABOUT 2600'. NO PREIMPACT PART MALFUNCTION OR FAILURE WAS EVIDENT. NO RECORD WAS FOUND OF A PRE-FLT WX BRIEFING. MTNS TOPS IN THE AREA WERE FORECAST TO BE OBSCURED; CLOUD TOPS WERE RPRTD AT 4500'. TRACES OF MEDICATION (METABOLITES OF CHLORPHENIRAMINE & BENZODIAZEPINE) WERE DETECTED ONLY IN THE PLT'S URINE; TOXICOLOGY TESTS OF HIS BLOOD WERE NEGATIVE FOR ALCOHOL & DRUGS.

Brief of Accident (Continued)

File No. - 2431

4/29/87

NEWHALL,CA

A/C Reg. No. N8444A

Time (Lcl) - 1730 PDT

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

Finding(s)

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

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2480 4/30/87 LONG BEACH, CA A/C Reg. No. N231MW Time (Lcl) - 0828 PDT

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

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

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

Make/Model - MOONEY M20K	Eng Make/Model - CONTINENTAL TSIO-360-GB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAS VEGAS, NV	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LONG BEACH
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 30
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10000/ 200
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 690
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - M20K	Make/Model- 321
		Last 30 Days- 5
		Instrument- 121
		Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON 4/28/87, AFTER A FLT FROM LONG BEACH TO LAS VEGAS, THE PLT REQUESTED THE LEFT WING TANK BE SVCD WITH 15 GAL OF FUEL; NO FUEL WAS ADDED TO THE RGT TANK. TWO DAYS LATER, THE PLT TOOK OFF ON THE RETURN FLT. DRG ARRIVAL AT LONG BEACH, HE WAS VECTORED FOR AN ILS RWY 30 APCH. WHILE ON FINAL APCH TO LAND, THE ENG LOST POWER. THE PLT INITIATED EMERG STARTING PROCEDURES, THEN DIRECTED HIS ATTENTION TO MAKING AN EMERG LANDING. DRG THE LANDING, THE ACFT STRUCK A HIWAY RAMP SIGN & LIGHT STANDARD, THEN CRASHED ON THE ROOF OF A LARGE BLDG. AN INVESTIGATION REVEALED THE FUEL SELECTOR WAS POSITIONED TO THE LEFT TANK WHICH WAS NEARLY EMPTY, BUT THE RIGHT TANK HAD APRX 15 GAL REMAINING. ALTHOUGH THE LEFT TANK HAD RUPTURED, ONLY ABOUT 1.5 GAL WAS FOUND IN THE TANK & ONLY AN ESTIMATED 1.5 GAL OF FUEL HAD SPILLED. LESS THAN 3 CC OF FUEL (TOTAL) WAS FND IN THE FUEL FEED & RETURN LINES TO THE ENG DRIVEN FUEL PUMP. FOUR GAL OF FUEL IN EACH TANK WAS CONSIDERED TO BE UNUSABLE. THE PLT OPERATING HANDBOOK DIRECTED THAT FOR LANDING, THE FUEL SELECTOR BE POSITIONED TO THE FULLEST TANK.

Brief of Accident (Continued)

File No. - 2480

4/30/87

LONG BEACH, CA

A/C Reg. No. N231MW

Time (Lc1) - 0828 PDT

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

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

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. OBJECT - BUILDING(NONRESIDENTIAL)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2520 5/17/87 SANTA MONICA, CA A/C Reg. No. N42814 Time (Lcl) - 1443 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 230/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SANTA MONICA
Runway Ident - 21
Runway Lth/Wid - 4987/ 150
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 504	Last 24 Hrs - UNK/NR
Make/Model- 408	Last 30 Days- 7
Instrument- 91	Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST POWER DURING INITIAL CLIMB AND CRASHED ON A RESIDENTIAL STREET DURING AN ATTEMPTED FORCED LANDING. THE THROTTLE ARM WAS FOUND SEPARATED FROM THE THROTTLE SHAFT. THE ARM HAD BEEN REPLACED 19 HOURS PRIOR TO THE ACCIDENT. EXAMINATION OF THE CARBURETOR REVEALED THAT THE SHAFT BUSHING WAS WORN AND LOOSE AND THAT THE JAWS OF THE NEW ARM WERE CLOSED COMPLETELY BUT PRODUCING NO CLAMPING ACTION. SUBSEQUENT TESTS OF THE ARM AND SHAFT REVEALED THAT THE ARM WOULD SLIP EASILY ON AND OFF THE SHAFT. TESTS ALSO ESTABLISHED THAT THE RECOMMENDED METHOD OF SAFETY WIRING THE ARM TO THE SHAFT DID NOT RETAIN THE ARM ON THE SHAFT. THE MAINTENANCE FACILITY DID NOT PERFORM THE FINAL INSPECTION IN ACCORDANCE WITH THEIR OWN FAA APPROVED REPAIR STATION MANUAL. THE MAINTENANCE FACILITY HAD RECOMMENDED A MAJOR CARBURETOR OVERHAUL TO THE PLT/OWNER BUT HE REFUSED BECAUSE OF THE QUOTED PRICE.

Brief of Accident (Continued)

File No. - 2520

5/17/87

SANTA MONICA, CA

A/C Reg. No. N42814

Time (Lcl) - 1443 PDT

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

Finding(s)

1. THROTTLE/POWER LEVER, BELLCRANK - DISCONNECTED
2. MAINTENANCE, INSTALLATION - IMPROPER - FBO PERSONNEL
3. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) IN ERROR - FBO PERSONNEL
4. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - FBO PERSONNEL
5. MAINTENANCE, OVERHAUL - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
7. OBJECT - TREE(S)
8. OBJECT - VEHICLE

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

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

Factor(s) relating to this accident is/are finding(s) 3,5,6,7,8

Brief of Accident

File No. - 2590 6/04/87 CALIFORNIA CITY, CA A/C Reg. No. N444AV Time (Lcl) - 0644 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - DOUGLAS A-4A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 26000
No. of Seats - 1

Eng Make/Model - WRIGHT J-65-16WA
Number Engines - 1
Engine Type - TURBOJET
Rated Power - 7700 LBS THRUST

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 45.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MOJAVE, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 5000	Last 24 Hrs	- UNK/NR
Make/Model-	756	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 AIRPLANE, A CIVILIAN DOUGLAS A4A, WAS ENGAGED IN FILMING A COMMERCIAL WHICH REQUIRED THE PLT TO FLY OVER A FERRARI VEHICLE. THE PILOT HAD COMPLETED A LOW FILMING PASS OVER THE VEHICLE AND WAS CIRCLING THE AREA WHILE THE FILM CREW WAS PREPARING FOR ANOTHER LOW PASS OVER THE VEHICLE. GROUND WITNESSES REPORTED THAT THE AIRPLANE THEN ENTERED A SHALLOW DESCENT AND ROLLED INTO INVERTED FLIGHT. THE LEFT WING STRUCK THE GROUND, WHILE INVERTED, AND THE AIRPLANE BEGAN TO CARTWHEEL. THE MAIN FUSELAGE AREA WAS FOUND ABOUT 2000 FEET FROM THE INITIAL WING IMPACT POINT. THE POST ACCIDENT WRECKAGE EXAMINATION DSCLSD NO EVIDENCE OF ANY PREIMPACT MALFUNCTIONS OR FAILURES. NO MEDICAL EVIDENCE WAS FOUND TO INDICATE ANY CONDITION TO IMPAIR THE PLT. THE PLT HAD ATTEMPTED TO EJECT FROM THE ACFT. THE SEAT HAD FIRED AND THE SEAT WAS FOUND 52 FT NORTH OF THE FUSELAGE AREA. THE PLTS PARACHUTE HAD DEPLOYED AND WAS FOUND ADJACENT TO THE COCKPIT AREA.

Brief of Accident (Continued)

File No. - 2590

6/04/87

CALIFORNIA CITY, CA

A/C Reg. No. N444AV

Time (Lcl) - 0644 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

Brief of Accident

File No. - 2536 6/14/87 HUNTINGTON BCH,CA A/C Reg. No. N6461N Time (Lcl) - 2125 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	4	0	0

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MONTEREY,CA
Destination
SANTA ANA,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MEADOWLARK
Runway Ident - 19
Runway Lth/Wid - 1656/ 36
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 294 Last 24 Hrs - UNK/NR
Make/Model- 24 Last 30 Days- 8
Instrument- UNK/NR Last 90 Days- 25
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PLEASURE FLIGHT, THE PILOT INFORMED AN AIR TRAFFIC CONTROLLER THAT HE WAS RUNNING OUT OF FUEL AND TURNING TO AN AIRPORT. DURING THE DESCENT THE AIRPLANE COLLIDED WITH A TREE AND TERRAIN. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE.

Brief of Accident (Continued)

File No. - 2536

6/14/87

HUNTINGTON BCH,CA

A/C Reg. No. N6461N

Time (Lc1) - 2125 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY
5. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

6. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2426 6/21/87 BRIDGEPORT, CA A/C Reg. No. N662DM Time (Lcl) - 0133 PDT

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

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

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

Make/Model - ROCKWELL 690	Eng Make/Model - GARRETT TPE331-5-251K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10250	Engine Type - TURBOPROP	
No. of Seats - 5	Rated Power - 717 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RENO, NV	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BRYANT FIELD
Wind Dir/Speed- CALM		Runway Ident - 16
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 4400/ 60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - COMPANY (VFR)	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 9521
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - AC-690	Make/Model - 34
		Last 30 Days - 51
		Instrument - 547
		Last 90 Days - 87
		Multi-Eng - 2089

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT CONDITIONS FOR THE AIR AMBULANCE TRIP CONSISTED OF A CLEAR, MOONLESS, DARK NIGHT AND THE DEST ARPT WAS IN A MTN VALLEY WITH THE ONLY GROUND REFERENCE LIGHTS THE TOWN ADJACENT TO THE ARPT. WITNESSES SAW THE ACFT OVERFLY THE TOWN AND ARPT AT PATTERN ALT THEN HEAD OUT OVER THE LAKE NORTH OF THE ARPT. ABOUT 1 MILE FROM THE RWY, THE ACFT WAS SEEN TO SUDDENLY PITCH UP, ROLL INVERTED AND DIVE STRAIGHT DOWN INTO THE LAKE. THE ACFT WAS HEADING AWAY FROM THE ONLY GND REF LIGHTS AND WAS OVER A REFLECTIVE BODY OF WATER NEAR THE BASE TURN POINT WHEN THE ACCIDENT OCCURRED. WITNESSES HEARD INCREASED ENG/PROP NOISE BEFORE IMPACT. WRECKAGE REVEALED EVIDENCE OF PWR AT IMPACT. THE SHIFTS FOR THE PLTS IN THE OPERATION CONSISTED OF 4 DAYS ON, 2 DAYS OFF, WITH ALTERNATING DAY AND NIGHT SHIFTS. THE PLT WAS ON THE 4TH NIGHT OF THE CURRENT SHIFT CYCLE AND WAS ALSO GIVING FLT INSTRUCTION DURING THE DAYS.

Brief of Accident (Continued)

File No. - 2426

6/21/87

BRIDGEPORT, CA

A/C Reg. No. N662DM

Time (Lc1) - 0133 PDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. FLIGHT CONTROLS - INADVERTENT USE - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, FATIGUE (CIRCADIAN RHYTHM) - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, FATIGUE (FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
9. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT

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

Finding(s)

10. DESCENT - UNCONTROLLED - PILOT IN COMMAND

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2572

7/12/87

FIREBAUGH, CA

A/C Reg. No. N48777

Time (Lcl) - 1711 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

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

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

Eng Make/Model - KINNER R-55
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
COALINGA, CA
Destination
LOS BANOS, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, SE SEA
GLIDER

Age - 62

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - ST3KR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2500	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 1650 PDT, THE PLTS OF 2 RYAN ST3KR ACFT DEPD COALINGA ON A FLT TO LOS BANOS, CA. AT ABOUT 1709 PDT, THE PLT OF N48777 MADE A HAND SIGNAL TO THE OTHER PLT, POINTED TOWARD THE GROUND & ENTERED "A NORMAL GLIDE." SUBSEQUENTLY, THE PLT OF N48777 MANEUVERED THE ACFT TO LAND IN A COTTON FLD. HOWEVER, A WITNESS SAID THAT BEFORE LANDING, THE ACFT'S NOSE PITCHED UP, THEN THE ACFT ENTERED A STEEP DSCNT & CRASHED. IMPACT OCCURRED IN AN ESTD 20 DEG LEFT WING DOWN, 30 DEG NOSE LOW ATTITUDE. THE ACFT CAME TO REST INVERTED. THERE WAS EVIDENCE THAT APRX 1/3 GAL OF FUEL HAD DRAINED FM THE FUEL TANK. THE CARBURETOR HAD BROKEN DRG IMPACT; NO FUEL WAS FND IN THE LINE TO THE CARBURETOR. THE FUEL SELECTOR WAS FND IN THE OFF PSN (SMALL POINTER PSND TOWARD "BOTH OFF" & THE HANDLE POINTING TOWARD "MAIN ON"). THE FUEL SYS HAD A STANDPIPE TO PROVIDE 3 GAL OF RESERVE FUEL, BUT THE PLT'S MANAGEMENT OF THE FUEL WASN'T DETERMINED. ANOTHER ST3KR PLT ESTD N48777 HAD ABOUT 10 GAL OF FUEL BEFORE THE FLT. A CHECK OF THE PLT'S BLOOD SHOWED AN ALCOHOL LVL OF 0.04%.

Brief of Accident (Continued)

File No. - 2572

7/12/87

FIREBAUGH,CA

A/C Reg. No. N48777

Time (Lcl) - 1711 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2591 7/15/87 MARINA DEL REY, CA A/C Reg. No. N7JT Time (Lcl) - 1428 PDT

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

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

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

Make/Model	- CESSNA T210L	Eng Make/Model	- CONTINENTAL TS10-520-H	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

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

<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 - IMC</p> <p>Wind Dir/Speed- 210/010 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 900 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SANTA MONICA, CA</p> <p>Destination SAN JOSE, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - SPECIAL VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
---	---	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 62</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 24</p> <p>Aircraft Type - T210L</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1360</p> <p>Make/Model- 372</p> <p>Instrument- 21</p> <p>Multi-Eng - 205</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 6</p> <p>Last 90 Days- 14</p>
--	--	---

Instrument Rating(s) - NONE

-----Narrative-----

WEATHER AT DEPT AIRPORT WAS CLOUDS AT ABOUT 900 FT WITH TOPS AT 2,400 FT. BASED ON ATC TRANSCRIPTS AND THE RECORDED RADAR FLIGHT PATH, THE FLT ENTERED THE CLOUDS ABOUT 1 MILE FROM THE END OF THE RUNWAY. SHORTLY THEREAFTER THE FLT ENTERED THE LOS ANGELES TCA. THE SANTA MONICA LOCAL CONTROLLER THEN TOLD THE PILOT HIS POSITION AND ADVISED HIM TO EXIT THE AREA. THE RECORDED RADAR DATA SHOWED THE AIRCRAFT THEN ENTERED A RIGHT 270 DEG TURN FOLLOWED BY A SHARP LEFT TURN. WITNESSES ON A BOAT SAW THE AIRCRAFT IN A STEEP CLIMB ATTITUDE JUST BELOW THE BASES OF THE CLOUDS FOLLOWED BY ROLLING OVER AND DIVING STEEPLY TO THE OCEAN.

Brief of Accident (Continued)

File No. - 2591

7/15/87

MARINA DEL REY, CA

A/C Reg. No. N7JT

Time (Lcl) - 1428 PDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
7. SPATIAL DISORIENTATION - PILOT IN COMMAND
8. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
9. LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

10. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7,10

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2505 8/07/87 NEWPORT BEACH, CA A/C Reg. No. N704PG Time (Lcl) - 2027 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 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- 190/008 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SANTA ANA, CA

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

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 - 7

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 453

Make/Model- 20

Instrument- 18

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

ON A DARK NIGHT BENEATH A SCATTERED TO BROKEN MARINE LAYER OF STRATUS CLOUDS THE PLT MADE A LOW ALTITUDE PLEASURE FLIGHT 1/4 MI OFF SHORE. THE ACFT ENTERED A GRADUAL DESCENT, COLLIDED WITH THE OCEAN AND THE PLT DROWNED.

Brief of Accident (Continued)

File No. - 2505

8/07/87

NEWPORT BEACH, CA

A/C Reg. No. N704PG

Time (Lcl) - 2027 PDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. LIGHT CONDITION - DARK NIGHT
 3. TERRAIN CONDITION - WATER
 4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. DESCENT - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2509

8/23/87

CONDORD,CA

A/C Reg. No. N8441

Time (Lcl) - 1530 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -MAINT. TEST

Flight Conducted Under -14 CFR 91

Fire
NONE

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-30-160

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3600

No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-B1A

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 160 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 310/012 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- UNK/NR

Precipitation - UNK/NR

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CONCORD,CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BUCHANAN FLD

Runway Ident - 32

Runway Lth/Wid - 4601/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2440

Make/Model- 440

Instrument- 272

Multi-Eng - 535

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER AN ANNUAL INSPECTION THE ACFT WAS PREPARED FOR A TEST FLIGHT. THE PILOT LOADED 3 PASSENGERS AND BEGAN THE RUN-UP CHECKS. DURING RUN-UP THE LEFT ENGINE RAN ROUGH. AFTER THE ROUGHNESS CLEARED THE PILOT INITIATED THE TAKEOFF. AS THE ACFT ACCELERATED DOWN THE RWY THE LEFT ENGINE RAN ROUGH AGAIN AND THE TAKEOFF WAS ABORTED. THE PILOT MADE ANOTHER RUN-UP CHECK AND ANOTHER TAKEOFF ATTEMPT WAS MADE WITHOUT INCIDENT. AS THE AIRCRAFT CLIMBED THRU 300 FEET MSL THE RT ENGINE BEGAN TO SPUTTER. THE CLIMB WAS CONTINUED TO 500 FEET MSL BEFORE THE POWER FROM THE RIGHT ENGINE WAS REDUCED AND THE PILOT SHUT THE ENGINE DOWN AND FEATHERED THE PROPELLER. THE ACFT DESCENDED AS THE PILOT INITIATED A TURN TOWARDS THE AIRPORT AND IMPACTED THE MARSHY GROUND 2. 75 MILES FROM THE AIRPORT. POST ACC EXAM REVEALED WATER AND RUST PARTICLES ON THE INJECTOR DIAPHRAGM AND ON THE FUEL INLET SCREEN. AN AD WAS ISSUED ON THIS ACFT REQUIRING DAILY AND POST REFUELING CHECKS OF THE FUEL SYS BY DRAINING TO AVOID THE ACCUMULATION OF WATER AND SEDIMENT.

Brief of Accident (Continued)

File No. - 2509

8/23/87

CONDORD, CA

A/C Reg. No. N8441

Time (Lcl) - 1530 PDT

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

Finding(s)

1. FLUID,FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. MAINTENANCE, COMPLIANCE WITH AD - DISREGARDED - 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. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2421 8/30/87 LANCASTER, CA A/C Reg. No. N39DD Time (Lcl) - 1253 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	2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA 310D	Eng Make/Model	- LYCOMING IO-540-A1A5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4830	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	Rated Power	- 290 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 - 020/003 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">GRASS VALLEY, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">WILLIAM J. FOX</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 5001/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	--

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1129
SE LAND, ME LAND	Months Since - 10	Make/Model - 178
	Aircraft Type - PA-23	Instrument - 44
		Multi-Eng - 178
		Last 24 Hrs - 1
		Last 30 Days - 21
		Last 90 Days - 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-IN-COMMAND (PIC) RPRTD THAT HE HEARD A LOUD BANG DURING GEAR RETRACTION AFTER TAKEOFF. BY USING THE CONVEX MIRRORS MOUNTED ON THE TIP TANKS, HE DETERMINED THAT THE NOSE GEAR WAS HANGING. HE CYCLED THE LANDING GEAR SWITCH SEVERAL TIMES, BUT THE NOSE GEAR DID NOT MOVE. THE PIC STATED THAT HE ELECTED TO LAND ON A SMOOTH SECTION OF GROUND WHICH WAS THE APPROACH TO RWY 24. HE STATED THAT DURING TOUCHDOWN, THE NOSE GEAR SWUNG INTO ITS WHEEL WELL, BUT THE LEFT MAIN GEAR COLLAPSED. THE ACFT THEN TURNED TO THE LEFT & THE RGT MAIN GEAR FAILED FROM SIDE LOADING. SUBSEQUENTLY, THE ACFT SLID TO A STOP WITH BOTH TIP TANKS BROKEN OFF. AN EXAM REVEALED THE NOSE GEAR ROD END LINK THAT CONNECTED TO THE LANDING GEAR TRANSMISSION GEARBOX HAD FRACTURED.

Brief of Accident (Continued)

File No. - 2421

8/30/87

LANCASTER,CA

A/C Reg. No. N39DD

Time (Lcl) - 1253 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR,NOSE GEAR -
2. GEAR DOWN AND LOCKED - NOT POSSIBLE -
3. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL

Occurrence #2 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) 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. - 2420 9/05/87 LEE VINING,CA A/C Reg. No. N6122G Time (Lcl) - 1600 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

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

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

ELT Installed/Activated - YES-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- 270/015 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEE VINING,CA
Destination
RENO,NV

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-172

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

Total	-	319	Last 24 Hrs	-	2
Make/Model-	229	Last 30 Days-	4		
Instrument-	9	Last 90 Days-	5		

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING OVER MOUNTAINOUS TERRAIN. THE PILOT INADVERTENTLY FOLLOWED THE WRONG ROAD & WENT INTO A BOX CANYON AREA. HE STATED THE VISIBILITY WAS ABOUT 5 MILES & HE DID NOT SEE THE UPCOMING RISING ELEVATION. EVENTUALLY, HE GOT INTO A SITUATION WHERE THE ACFT COULD NOT OUTCLIMB THE RISING TERRAIN & THERE WAS INSUFFICIENT SPACE TO REVERSE COURSE. SUBSEQUENTLY, THE ACFT HIT A TREE & CRASHED AT AN ELEVATION OF ABOUT 10,500'. THE PLT INDCD THE ENG WAS RUNNING NORMALLY BEFORE THE ACNT.

Brief of Accident (Continued)

File No. - 2420

9/05/87

LEE VINING,CA

A/C Reg. No. N6122G

Time (Lc1) - 1600 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - RISING
5. TERRAIN CONDITION - BOX CANYON
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. OBJECT - TREE(S)

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

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

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2449

9/07/87

FRANKLIN, CA

A/C Reg. No. N704XV

Time (Lcl) - 1200 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 150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/004 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RIO VISTA, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FRANKLIN FIELD
Runway Ident - 27
Runway Lth/Wid - 3110/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 36

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 - 150	Last 24 Hrs - 1
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS FIRST FLIGHT IN THE AIRCRAFT AFTER IT HAD BEEN MODIFIED WITH A TAIL WHEEL CONVERSION. DURING THE LANDING, HE LOST CONTROL AND THE AIRCRAFT GROUND LOOPED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT.

Brief of Accident (Continued)

File No. - 2449

9/07/87

FRANKLIN,CA

A/C Reg. No. N704XV

Time (Lcl) - 1200 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - UNCONTROLLED -
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2542 9/09/87 VALLEJO, CA A/C Reg. No. N1082S Time (Lcl) - 1138 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

DESTROYED

Fire NONE

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

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

Make/Model - BELL 206B
Landing Gear - HIGH SKID
Max Gross Wt - 3200
No. of Seats - 5

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 3.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NAPA, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - BH-206B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5817	Last 24 Hrs	- 10
Make/Model	- 2300	Last 30 Days	- 40
Instrument	- 0	Last 90 Days	- 97
Multi-Eng	- 25	Rotorcraft	- 5445

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PERFORMING A ROUTINE AERIAL OBSERVATION FLIGHT TO INSPECT THE INTEGRITY OF THE PACIFIC GAS & ELECTRIC COMPANY'S TRANSMISSION LINES, THE HELICOPTER CRASHED AFTER COLLIDING WITH AN UNMARKED STATIC WIRE. THE LINE INSTALLATION WAS ON SLOPING TERRAIN & CONSISTED OF 3 TOWERS. THE SEVERED STATIC LINE WAS SUPPORTED BY TOWERS HAVING HIGHER ELEVATIONS. THE PLT FAILED TO DETECT & AVOID THE ELEVATED STATIC LINE. PG & E FAILED TO PROVIDE THE PLT WITH ADVANCE NOTICE OF THE HAZARDOUS & SOMEWHAT UNIQUE LINE CONFIGURATION.

Brief of Accident (Continued)

File No. - 2542

9/09/87

VALLEJO, CA

A/C Reg. No. N1082S

Time (Lcl) - 1138 PDT

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

Finding(s)

1. OBJECT - WIRE, STATIC
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. ALTITUDE - IMPROPER - PILOT IN COMMAND
 4. INFORMATION INSUFFICIENT - COMPANY/OPERATOR MANAGEMENT
-

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

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

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

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

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

Brief of Accident

File No. - 2470 9/15/87 MONTEREY, CA A/C Reg. No. N5107B Time (Lcl) - 1720 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	1
Pass		0	0	0	1

-----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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONTEREY, CA
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

MONTEREY PENINSULA
Runway Ident - 28
Runway Lth/Wid - 6597/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 119
Make/Model- 119
Instrument- 9
Last 24 Hrs - 1
Last 30 Days- 4
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING AT THE DESTINATION, THE AIRPLANE BOUNCED, THEN AFTER IT TOUCHED DOWN THE SECOND TIME, THE NOSE GEAR FAILED. DURING THE LANDING ROLL-OUT, THE AIRPLANE SETTLED ON ITS NOSE COWLING. NO PREVIOUS AIRFRAME PROBLEM WAS EVIDENT.

Brief of Accident (Continued)

File No. - 2470

9/15/87

MONTEREY, CA

A/C Reg. No. N5107B

Time (Lcl) - 1720 PDT

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
-

-----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. - 2448

9/17/87

NAPA, CA

A/C Reg. No. N6576B

Time (Lcl) - 0826 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL				
Flight Conducted Under	- 14 CFR 91				
Accident Occurred During	- DESCENT				
		Crew			
		Pass			
		0	0	0	1
		0	0	0	0

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1675

No. of Seats - 2

Eng Make/Model - LYCOMING O-235

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 108 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

NAPA COUNTY

Runway Ident - 18R

Runway Lth/Wid - 5931/ 150

Runway Surface - CONCRETE

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 30

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	26	Last 24 Hrs	-	2
-------	---	----	-------------	---	---

Make/Model-	26	Last 30 Days-	10
-------------	----	---------------	----

Instrument-	1	Last 90 Days-	26
-------------	---	---------------	----

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HER 2ND SOLO FLT. SHE RPRTD THAT ON HER 1ST LANDING, THE ACFT BOUNCED ON THE MAIN GEAR, THEN DRIFTED TO THE LEFT & WENT OFF THE RWY. SHE APPLIED FULL POWER & RAISED THE FLAPS IN AN ATTEMPT TO GO AROUND. WITNESSES RPRTD THE ACFT ATTAINED AN ALT OF ABOUT 20 FT. THE PLT FELT AN AIRFRAME BUFFET, THEN THE ACFT ROLLED LEFT, PITCHED DOWN & CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS RPRTD.

Brief of Accident (Continued)

File No. - 2448

9/17/87

NAPA,CA

A/C Reg. No. N6576B

Time (Lc1) - 0826 PDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED -
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
6. 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) 2,4,5,6

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

Brief of Accident

Time (Lc1) - 1350 PDT

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

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

Fire	Crew
NONE	Pass

Eng Make/Model - LYCOMING HIO-360-D1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 190 HP

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

Last Departure Point
SAN JOSE,CA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

```

Airport Data
  FREEMONT
    Runway Ident      - 31
    Runway Lth/Wid    - 2310 -UNK/NR
    Runway Surface     - ASPHALT
    Runway Status      - DRY

```

HELICOPTER

Age - 25
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - 269C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT			
Flight Time (Hours)			
Total	-	660	Last 24 Hrs - 5
Make/Model	-	304	Last 30 Days- 76
Instrument	-	0	Last 90 Days- 150
			Rotorcraft - 660

Instrument Rating(s) - NONE

THE PURPOSE OF THE FLT WAS TO PROVIDE INSTRUCTION TO A FOREIGN NATIONAL, WHO HELD A U.S. PRIVATE HELICOPTER RATING. THE INSTRUCTOR (CFI) RPRTD THAT DURING A PRACTICE AUTOROTATION, HE ANNOUNCED TWICE FOR THE STUDENT TO FLARE AS THE HELICOPTER WAS PASSING THRU ABOUT 50' AGL. THE CFI THEN TOOK CONTROL & INITIATED A PWR RECOVERY. HOWEVER, THERE WAS EVIDENCE THE HELICOPTER TOUCHED DOWN IN A NOSE HIGH ATTITUDE & THEN THE MAIN ROTOR BLADES CONTACTED THE TAIL BOOM. THE HELICOPTER CAME TO REST 138' FROM WHERE IT INITIALLY TOUCHED DOWN.

Brief of Accident (Continued)

File No. - 2482

9/17/87

FREEMONT,CA

A/C Reg. No. N1101K

Time (Lcl) - 1350 PDT

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2523 9/19/87 SAN DIEGO, CA A/C Reg. No. N2573K Time (Lcl) - 1801 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
					1
					0

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

Make/Model - CESSNA 180K	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/NO
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	ON AIRPORT
Method - N/A	CHICO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN DIEGO, CA	MONTGOMERY FIELD
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - 28R
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
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)
PRIVATE	Current - YES	Total - 1312
SE LAND, ME LAND	Months Since - 15	Last 24 Hrs - 4
	Aircraft Type - C-180K	Make/Model- 14
		Last 30 Days- UNK/NR
		Instrument- 113
		Last 90 Days- 14
		Multi-Eng - 739

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 180K DRAGGED ITS' WING TIP DURING LANDING ROLL ON RUNWAY 28R. THE PILOT INDICATED THAT HE ENCOUNTERED A WIND GUST FROM THE LEFT RAISING THE RIGHT WING. THE PILOT STATED THAT HE "OVER CORRECTED" IN THAT WHEN THE GUST SUBSIDED THE AIRCRAFT ROLLED LEFT ON TO ITS LEFT MAIN LANDING GEAR ALLOWING THE LEFT WING TIP TO DRAG BENDING THE LEFT WING SPAR. ACCORDING TO THE FAA THE AIRPLANE WAS OBSERVED PORPOISING PRIOR TO VEERING OFF THE RUNWAY. THE WINDS WERE REPORTED FROM 320 DEGREES AT 10 KNOTS 15 MINUTES PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2523

9/19/87

SAN DIEGO, CA

A/C Reg. No. N2573K

Time (Lcl) - 1801 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2518 10/06/87 LIVERMORE, CA

A/C Reg. No. N2077P

Time (Lcl) - 1939 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-23-150
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 5

Eng Make/Model - LYCOMING O-320-A1A
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/006 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
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LIVERMORE MUNI.
Runway Ident - 25
Runway Lth/Wid - 4005/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 49

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5321	Last 24 Hrs	- UNK/NR
Make/Model	- 868	Last 30 Days	- UNK/NR
Instrument	- 324	Last 90 Days	- 7
Multi-Eng	- 911		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT ENGINE RAN ROUGH DURING THE INITIAL CLIMB PHASE OF A PERSONAL FLIGHT. THE PILOT ADVISED THE TOWER CONTROLLER OF THE AIRCRAFTS LOSS OF POWER AND ENTERED THE DOWNWIND LEG OF THE TRAFFIC PATTERN FOR LANDING. THE PILOT STATED THAT THE AIRCRAFT WAS UNABLE TO MAINTAIN ALTITUDE AND IT COLLIDED WITH AN ELECTRICAL TRANSMISSION POLE AND IMPACTED IN A STREET. A POST ACC ENG EXAM SHOWED THAT THE CARBURETOR WAS OBSTRUCTED BY RUST.

Brief of Accident (Continued)

File No. - 2518

10/06/87

LIVERMORE,CA

A/C Reg. No. N2077P

Time (Lc1) - 1939 PDT

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

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

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

6. OBJECT - UTILITY POLE
7. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

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

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

Brief of Accident

File No. - 2508 10/25/87 CAMARILLO, CA A/C Reg. No. N72P Time (Lcl) - 1130 PST

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

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

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

Make/Model - STITS ELKINS 85	Eng Make/Model - CONTINENTAL A-75	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	CAMARILLO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR THIN BKN	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2000
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
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE STARTING PROCEDURES FOR A LOCAL FLIGHT, THE PILOT HAD CHOCKED THE WHEELS AND WAS HAND-PROPPING THE ENGINE. AFTER SEVERAL TRIES, THE ENGINE STARTED. THE AIRPLANE JUMPED THE CHOCKS AND THE PILOT MOVED TO THE RIGHT WING, ATTEMPTING TO STOP THE AIRPLANE. THE AIRPLANE PIVOTED AROUND THE PLT AND COLLIDED WITH A HANGAR. THE PLT RECEIVED A FATAL HEAD INJURY WHEN THE ACFT WING KNOCKED HIM TO THE PAVEMENT.

Brief of Accident (Continued)

File No. - 2508

10/25/87

CAMARILLO,CA

A/C Reg. No. N72P

Time (Lc1) - 1130 PST

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

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
2. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
3. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - AIRPORT FACILITY

----Probable Cause----

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

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

Brief of Accident

File No. - 2521 11/07/87 SAN LUIS OBISPO, CA A/C Reg. No. N123PL Time (Lcl) - 1600 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

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

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

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 340/008 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN LUIS OBISPO, CA
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING

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

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

Pilot-In-Command

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

Age - 64

Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - R-22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 4196	Last 24 Hrs - 1
Make/Model - 110	Last 30 Days - UNK/NR
Instrument - 160	Last 90 Days - 18
	Rotorcraft - 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A ROBINSON R22 LANDED HARD WHILE ON A VFR BUSINESS FLIGHT. THE PILOT REPORTED THAT HE LANDED HARD DURING A DOWNWIND APPROACH TO A LANDING SITE. HE EXAMINED THE HELICOPTER AND NOTICED THE AFT LANDING GEAR CROSS TUBE WAS BENT. HE FELT THE HELICOPTER WAS AIRWORTHY AND FLEW IT BACK TO THE AIRPORT. FURTHER EXAMINATION BY AIRFRAME AND POWERPLANT MECHANIC REVEALED SUBSTANTIAL DAMAGE TO THE HELICOPTER'S AIRFRAME STRUCTURE AND TAILBOOM.

Brief of Accident (Continued)

File No. - 2521

11/07/87

SAN LUIS OBISPO, CA

A/C Reg. No. N123PL

Time (Lc1) - 1600 PST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. PROPER DESCENT RATE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2437 11/21/87 SAN JOSE, CA A/C Reg. No. N9568G Time (Lcl) - 1328 PST

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

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

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

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2AD	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	- 160 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	NAPA, CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		REID-HILLVIEW	
Wind Dir/Speed	- 300/007 KTS			Runway Ident	- 31L
Visibility	- 20.0 SM	ATC/Airspace		Runway Lth/Wid	- 3099/ 75
Lowest Sky/Clouds	- 3000 FT	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 3000 FT BROKEN	Type of Clearance	- VFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE		STRAIGHT-IN		
Condition of Light	- DAYLIGHT		FULL STOP		

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 134	Last 24 Hrs - 3
SE LAND	Months Since - 5	Make/Model - 22	Last 30 Days - 6
	Aircraft Type - C-152	Instrument - 3	Last 90 Days - 11

Instrument Rating(s) - NONE

-----Narrative-----

AT THE CONCLUSION OF A CROSS COUNTRY INSTRUCTIONAL FLIGHT, THE PILOT MADE THREE APPROACHES TO LAND. ON THE FIRST TWO ATTEMPTS, THE AIRCRAFT TOUCHED DOWN ON THE NOSE WHEEL AND PORPOISED, THEN THE PILOT INITIATED A GO-AROUND. ON THE THIRD LANDING, THE AIRCRAFT WAS OBSERVED TO TOUCH DOWN ON THE NOSE WHEEL WITHOUT FLARING. IT THEN PORPOISED SEVERAL TIMES, STRIKING THE NOSE WHEEL AND PROPELLER. THE PILOT HELD A PRIVATE CERTIFICATE, BUT WAS IN A TRAINING PROGRAM FOR A COMMERCIAL RATING.

Brief of Accident (Continued)

File No. - 2437

11/21/87

SAN JOSE, CA

A/C Reg. No. N9568G

Time (Lcl) - 1328 PST

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

Finding(s)

1. FLARE - NOT PERFORMED - PILOT IN COMMAND
 2. PORPOISE - INADVERTENT - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2425 11/24/87 SAN CLEMENTE, CA A/C Reg. No. N5418P Time (Lcl) - 1320 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0

Injuries

Serious Minor

0 0
0 0

None

1
0

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

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

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 270/006 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA MONICA, CA
Destination
CARLSBAD, CA

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)
STUDENT

Age - 20

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	54	Last 24 Hrs	-	1
Make/Model	-	54	Last 30 Days	-	7
Instrument	-	1	Last 90 Days	-	16

Instrument Rating(s) - NONE

-----Narrative-----

A PARTIAL LOSS OF ENG POWER OCCURRED WHILE THE STUDENT PLT WAS ON A SOLO X-COUNTRY FLT. HE APPLIED CARB HEAT, BUT TO NO AVAIL. THE ENG CONTINUED TO RUN ROUGH & THE PLT MADE AN EMERGENCY LANDING ON UPWARD SLOPING TERRAIN. DURING THE LANDING ROLL, THE NOSE GEAR HIT A HOLE IN THE DIRT & THE ACFT NOSED OVER. AN EXAM OF THE ENG DISCLOSED THAT THE #3 EXHAUST VALVE RETAINING NUT HAD BACKED OFF UNTIL THE VALVE WOULD NOT OPERATE AS THE CRANKSHAFT WAS ROTATED. DURING MAINTENANCE ON THE PREVIOUS DAY, THE #3 VALVES HAD BEEN ADJUSTED.

Brief of Accident (Continued)

File No. - 2425

11/24/87

SAN CLEMENTE, CA

A/C Reg. No. N5418P

Time (Lcl) - 1320 PST

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - LOOSE
2. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
3. ENGINE ASSEMBLY, VALVE, EXHAUST - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2529 11/25/87 SACRAMENTO, CA A/C Reg. No. N75825 Time (Lcl) - 1303 PST

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	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 - 160 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	SACRAMENTO EXECUTIVE
Wind Dir/Speed- 350/022 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3836/ 100
Lowest Sky/Clouds - 30000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2037
SE LAND	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 1962
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 172N VEERED OFF RUNWAY 30. THE PILOT REPORTED THAT A GUST OF WIND LIFTED THE LEFT WING RESULTING IN THE RIGHT WING SCRAPING THE RUNWAY SURFACE. THE AIRPLANE SUBSEQUENTLY GROUND LOOPED TO THE RIGHT AND DEPARTED THE RUNWAY. THE WINDS WERE REPORTED TO BE FROM 350 DEGREES AT 22 KNOTS GUSTING TO 27 KNOTS DURING THE SCHEDULED RECORD OBSERVATION AT 1248 HOURS PST, APPROXIMATELY 15 MINUTES PRIOR TO THE ACCIDENT. THE SAC AIR TRAFFIC CONTROL TOWER HAD ISSUED A LOW LEVEL WIND SHEAR ADVISORY TO THE PILOT WHEN THEY CLEARED HIM TO LAND. AT 1337 HOURS PST A SPECIAL OBSERVATION AS A RESULT OF THE AIRPLANE ACCIDENT RECORDED THE WINDS FROM 330 DEGREES AT 24 KNOTS GUSTING TO 31 KNOTS.

Brief of Accident (Continued)

File No. - 2529

11/25/87

SACRAMENTO,CA

A/C Reg. No. N75825

Time (Lcl) - 1303 PST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH WIND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 5. WEATHER CONDITION - CROSSWIND
-

----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. - 2486 11/28/87 SAN MARCOS, CA A/C Reg. No. N4767H Time (Lcl) - 1515 PST

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

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

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

Make/Model - PIPER PA-11	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	OCEANSIDE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MOUNTAIN STRIP
Wind Dir/Speed- 210/008 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500/ 30
Lowest Sky/Clouds - 22000 FT SCATTERED	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 - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1890
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1422
		Instrument- 2
		Last 30 Days- 22
		Last 90 Days- 153

Instrument Rating(s) - NONE

-----Narrative-----

THE 2 PLTS TOOK OFF ON AN INSTRUCTIONAL FLT WHICH WAS TO BE A BIENNIAL FLT REVIEW FOR THE ACFT OWNER. DURING THE FLT, THE PLTS FLEW TO A DIRT STRIP ON A SADDLEBACK BETWEEN 2 MTN PEAKS NEAR SAN MARCOS. SUBSEQUENTLY, THE ACFT STRUCK A BOULDER & CRASHED NEAR THE NORTHEAST END OF THE STRIP. THERE WERE NO KNOWN WITNESSES TO THE ACDNT. THERE WAS EVIDENCE THE ACFT HAD STRUCK THE BOULDER AFTER THE PLTS MADE A LOW PASS OVER THE STRIP ON A NORTHEASTERLY HDG. THE ACFT CAME TO REST ABOUT 30 FT NORTHEAST OF THE BOULDER WITH EXTENSIVE DAMAGE. THE PROP BLADES CONTAINED CHORDWISE SCORING & MASSIVE SMEARING OR LEADING EDGE DAMAGE. NO PREIMPACT MECHANICAL PROBLEM WAS EVIDENT. AN EXAM OF THE RWY REVEALED NO INDCN OF THE ACFT TOUCHING DOWN BEFORE IMPACT. EVIDENCE WAS INCONCLUSIVE AS TO WHICH PLT WAS MANIPULATING THE CONTROLS WHEN THE ACDNT OCCURRED. ON THIS FLT, THE OWNER WAS CONSIDERED TO BE THE PLT-IN-COMMAND.

Brief of Accident (Continued)

File No. - 2486

11/28/87

SAN MARCOS, CA

A/C Reg. No. N4767H

Time (Lc1) - 1515 PST

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

Finding(s)

1. LOW PASS - PERFORMED -
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. SUPERVISION - INADEQUATE - CHECK PILOT
-

----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. - 2522 12/04/87 DUNSMUIR, CA A/C Reg. No. N123JY Time (Lcl) - 2030 PST

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MEDFORD, OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	REDDING, CA	Runway Ident - N/A
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 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 - 500 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 37	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 125
SE LAND	Months Since - 11	Last 24 Hrs - 3
	Aircraft Type - PA-38	Make/Model- 105
		Last 30 Days- 3
		Instrument- 4
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

A PIPER PA-38-112 COLLIDED WITH TERRAIN WHILE ON A NIGHT VFR CROSS COUNTRY FLIGHT. NIGHT INSTRUMENT METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND NO FLIGHT PLAN WAS FILED. THE PILOT RECEIVED A WEATHER BRIEFING PRIOR TO DEPARTURE. HIS DESTINATION WEATHER WAS MARGINAL AND HE DID NOT UPDATE HIS WEATHER BRIEFING ENROUTE. THE PILOT WAS FLYING DOWN A VALLEY AT AN ALTITUDE OF 6,500 FEET MSL FOLLOWING AN INTERSTATE UNDER AN OVERCAST CEILING WHICH THE PILOT REPORTED AT 7,500 FEET MSL. THE PILOT INDICATED HE ENCOUNTERED STRONG WINDS AND TURBULENCE. HE THEN FLEW INTO CLOUDS LOST ALTITUDE AND CRASHED INTO TREES.

Brief of Accident (Continued)

File No. - 2522

12/04/87

DUNSMUIR,CA

A/C Reg. No. N123JY

Time (Lc1) - 2030 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
5. LIGHT CONDITION - BRIGHT NIGHT
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2531 12/11/87 FULLERTON, CA A/C Reg. No. N50320 Time (Lcl) - 1327 PST

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

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

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

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL D-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-----

<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- 004/004 KTS</p> <p>Visibility - 2.750 SM</p> <p>Lowest Sky/Clouds - PART OBS</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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - SPECIAL VFR</p> <p>Type Apch/Lndg - STRAIGHT-IN PRECAUTIONARY LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data FULLTERON MUNI</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3121/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 24</td> <td>Last 24 Hrs -</td> <td>2</td> </tr> <tr> <td>Make/Model-</td> <td>24</td> <td>Last 30 Days-</td> <td>9</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>19</td> </tr> </table>	Total	- 24	Last 24 Hrs -	2	Make/Model-	24	Last 30 Days-	9	Instrument-	0	Last 90 Days-	19
Total	- 24	Last 24 Hrs -	2											
Make/Model-	24	Last 30 Days-	9											
Instrument-	0	Last 90 Days-	19											

Instrument Rating(s) - NONE

-----Narrative-----

AS THE AIRCRAFT BEGAN ITS INITIAL CLIMB AFTER TAKEOFF, THE ENGINE BEGAN TO RUN ROUGH AND THE PILOT ELECTED TO LAND ON A STREET. THE AIRCRAFT IMPACTED STREET SIGNS DURING THE GROUND ROLL AND COLLIDED WITH THE STREET CURBING. POST ACC INVESTIGATION REVEALED THE ENG PRIMER UNLOCKED.

Brief of Accident (Continued)

File No. - 2531

12/11/87

FULLERTON, CA

A/C Reg. No. N50320

Time (Lc1) - 1327 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. FUEL SYSTEM, PRIMER SYSTEM - UNLOCKED
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
-

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

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

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. - 2530 12/12/87 TRACY, CA A/C Reg. No. N734YZ Time (Lcl) - 1402 PST

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	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 - 160 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	STOCKTON, CA	TRACY MUNI.
Wind Dir/Speed- 360/020 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
SE LAND	Months Since - 4	Make/Model- 70
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE SURFACE WIND WAS STRONG WHEN THE PILOT BEGAN TAXIING FOR TAKEOFF. HE DID NOT OBTAIN A PREFLIGHT WEATHER BRIEFING FOR THE FLIGHT. AS THE AIRCRAFT TAXIED FROM BEHIND A HANGAR THE STRONG WIND LIFTED ONE OF THE WINGS AND THE AIRCRAFT ROLLED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 2530

12/12/87

TRACY, CA

A/C Reg. No. N734YZ

Time (Lcl) - 1402 PST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation TAXI - TO TAKEOFF

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2416 10/31/87 WATKINS, CO A/C Reg. No. N275CH Time (Lcl) - 1430 MST

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

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

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

Make/Model - QUICKIE Q-200	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ENGLEWOOD, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FRONT RANGE
Wind Dir/Speed- 360/005 KTS		Runway Ident - 26
Visibility - 30.0 SM	ATC/Airspace	Runway Lth/Wid - 8000/ 100
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TOUCH AND GO	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 814
SE LAND	Months Since - 5	Make/Model- 7
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 3
		Last 30 Days- 38
		Last 90 Days- 46

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE FAILED TO LOCK THE AILERON REFLEXERS TIGHT FOR LANDING. DURING THE LANDING ROLL, THE LOCK SLIPPED & THE TAIL LIFTED OFF THE RWY. SUBSEQUENTLY, THE ACFT VEERED TO THE RIGHT, WENT OFF THE RWY & HIT A MUDHOLE, THEN FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2416

10/31/87

WATKINS,CO

A/C Reg. No. N275CH

Time (Lcl) - 1430 MST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. WEATHER CONDITION - CROSSWIND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
 6. TERRAIN CONDITION - SOFT
 7. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2483 5/24/87 NEW HAVEN, CT A/C Reg. No. N65482 Time (Lcl) - 0024 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	2
Accident Occurred During - LANDING					

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	ON AIRPORT
Method - N/A	NEW BEDFORD, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BRIDGEPORT, CT	NEW HAVEN
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FORCED LANDING	
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)
PRIVATE	Current - YES	Total - 190
SE LAND	Months Since - 1	Make/Model- 101
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

DRG A NIGHT FLT FROM NEW BEDFORD TO BRIDGEPORT, THE PLT ENCTR'D VISIBILITY PROBLEMS & BELIEVED THAT FUEL CONSUMPTION WAS HIGHER THAN NORMAL. HE OBTAINED RADAR VECTORS TO NEW HAVEN. AFTER SEEING THE ARPT, HE FLEW OVER TO ESTABLISH THE RUNWAY PATTERN. HOWEVER, FUEL EXHAUSTION OCCURRED AS HE WAS FLYING OVER. HE RPRTD THAT HE WAS FORCED TO GLIDE TO A LANDING WITHOUT ESTABLISHING A NORMAL APCH. SUBSEQUENTLY, THE ACFT WENT OFF THE END OF THE RWY & STRUCK A FENCE.

Brief of Accident (Continued)

File No. - 2483

5/24/87

NEW HAVEN,CT

A/C Reg. No. N65482

Time (Lcl) - 0024 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. WEATHER CONDITION - HAZE
 4. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
 5. FLUID,FUEL - EXHAUSTION
-

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

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #4 ON GROUND COLLISION WITH OBJECT
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) 4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2412 9/29/87 BRIDGEPORT, CT A/C Reg. No. N93193 Time (Lcl) - 1815 EDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/008 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">BRIDGEPORT</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 4662/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	--

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 99 Last 24 Hrs - 0
	Months Since - N/A	Make/Model- 96 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 3 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF CESSNA 152, N93193, TAXIED FOR TAKEOFF WITH THE INTENTIONS OF USING RWY 24. AT ABOUT THE SAME TIME, A NAVY H-53 (SIKORSKY) HELICOPTER ENTERED A PATTERN TO LAND ON RWY 24. WITH THE HEAVY HELICOPTER APCHG TO LAND, THE CESSNA PLT ACCEPTED AN OFFER TO TAKEOFF ON RWY 29, BUT WAS TOLD TO REMAIN CLEAR OF RWY 24. THE PLT WAS CLEARED TO TAKEOFF ON RWY 29, THEN WAS GIVEN AN EXPLANATION THAT THERE WOULD HAVE BEEN A 3 MIN HOLD FOR WAKE TURBULENCE BEHIND THE HELICOPTER. THE CESSNA PLT TAXIED TO A TAKEOFF PSN ON RWY 29 BY PROCEEDING ONTO THE EDGE OF RWY 24, THEN TURNING ONTO RWY 29 AT THE INTERSECTION OF THE 2 RWYS. THE CESSNA PLT STOPPED & HELD ON RWY 29, WITH THE TAIL OF HIS ACFT NEAR THE RIGHT EDGE OF RWY 24. THE H-53 WAS CLEARED TO LAND ON RWY 24, BEHIND THE CESSNA. THE CESSNA PLT CONTD TO HOLD NEAR RWY 24. SUBSEQUENTLY, THE CESSNA WAS OVERTURNED BY DOWNWASH FROM THE HEAVY HELICOPTER.

Brief of Accident (Continued)

File No. - 2412

9/29/87

BRIDGEPORT,CT

A/C Reg. No. N93193

Time (Lcl) - 1815 EDT

Occurrence #1 PROPELLER BLAST OR JET EXHAUST/SUCTION
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
 2. DISTANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 NOSE OVER
Phase of Operation STANDING - ENGINE(S) OPERATING

----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. - 2493 10/18/87 NEW MILFORD,CT

A/C Reg. No. N2841N

Time (Lcl) - 1530 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -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 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

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

Airport Proximity
ON AIRPORT

Airport Data

CANDLELIGHT FARMS
Runway Ident - 33
Runway Lth/Wid - 2600/ 250
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 142
Make/Model	- 12
Instrument	- 5
Last 24 Hrs	- 1
Last 30 Days	- UNK/NR
Last 90 Days	- 135

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT EN ROUTE WAS UNEVENTFUL; HOWEVER, DURING THE LANDING AT NEW MILFORD, CT, THE AIRCRAFT'S PROPELLER STRUCK THE SURFACE OF THE RUNWAY & THE PLANE NOSED OVER. THE PLT STATED THAT HE APPLIED THE BRAKES TOO HARSHLY.

Brief of Accident (Continued)

File No. - 2493

10/18/87

NEW MILFORD,CT

A/C Reg. No. N2841N

Time (Lc1) - 1530 EDT

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2562 10/30/87 WINDHAM,CT A/C Reg. No. N38334 Time (Lcl) - 0715 EST

-----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 -LANDING			0	0	0	0

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

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - UNK/NR	GROTON,CT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WILLIMANTIC,CT	WINDHAM
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4360/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14042
SE LAND,ME LAND,SE SEA	Months Since - 13	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 1038
		Instrument- 3368
		Last 30 Days- UNK/NR
		Last 90 Days- 28
		Multi-Eng - 8866

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED GROTON, CONNECTICUT ENROUTE TO WILLIMANTIC, CONNECTICUT IN UNLIMITED VISIBILITY. HOWEVER AT WINDHAM AIRPORT, THE RUNWAY WAS PARTIALLY OBSCURED BY PATCHY FOG ACCORDING TO THE PILOT. THE PILOT LANDED LONG DUE TO CARRYING ADDITIONAL SPEED IN CASE OF A GO AROUND. THE AIRCRAFT CONTINUE ROLLING OFF THE RWY, AND DOWN AN EMBANKMENT BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 2562

10/30/87

WINDHAM,CT

A/C Reg. No. N38334

Time (Lc1) - 0715 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - FOG
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2403 11/05/87 STAMFORD,CT

A/C Reg. No. N9538L

Time (Lcl) - 0935 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

ELT Installed/Activated - YES/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- 280/010 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WHITE PLAINS,NY
Destination
ISLIP,NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 23

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1452	Last 24 Hrs	-	4
Make/Model	-	830	Last 30 Days	-	UNK/NR
Instrument	-	140	Last 90 Days	-	245
Multi-Eng	-	160			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) REPORTED THAT THE AIRCRAFT HAD JUST REACHED THE TOP OF A CLIMB AT 2500 FT WHEN THE ENGINE LOST POWER. AN OFF AIRPORT LANDING WAS MADE ON A GOLF COURSE. DURING THE LANDING, THE WINGS STRUCK TREES AND THE AIRCRAFT WAS DAMAGED. THE GOLF COURSE HAD NUMEROUS TREES AND THE TERRAIN WAS NOT LEVEL. EXAMINATION OF THE ENGINE DISCLOSED THE ROCKER ARM ASSEMBLY FOR THE NUMBER 1 EXHAUST VALVE HAD FAILED.

Brief of Accident (Continued)

File No. - 2403

11/05/87

STAMFORD,CT

A/C Reg. No. N9538L

Time (Lcl) - 0935 EST

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

Finding(s)

1. ENGINE ASSEMBLY,ROCKER ARM/TAPPET - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
 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. - 2552 11/23/87 NO. CANAAN, CT A/C Reg. No. N14164 Time (Lcl) - 1030 EST

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

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

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

Make/Model	- WACO ZKC-5	Eng Make/Model	- JACOBS R-755A-2	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 125 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- 210/005 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CANAAN, CT</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 - STRAIGHT-IN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>NO. CANAAN</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 3100/ 75</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - ROUGH</p>
---	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 61</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 16</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 500</p> <p>Make/Model- 500</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 5</p>
---	---	---

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT TOUCHED DOWN IN A 3-POINT LANDING ATTITUDE AT NORTH CANAAN, CONNECTICUT. THE LEFT LANDING GEAR WHEEL ROTATED 90 DEGREES AND THE LEFT GEAR WAS DRAGGED 144 YARDS BEFORE THE AIRCRAFT BECAME INVERTED. IT WAS REVEALED THAT THE BRAZE JOINT AT THE TOP OF THE INNER TUBE FAILED CAUSING THE STRUT TO EXTEND PAST THE FULL EXTENSION STOP ALLOWING THE WHEEL TO ROTATE. THE ONLY PART HOLDING THE WHEEL ASSEMBLY TO THE STRUT AT THIS POINT WAS THE FLEXIBLE BRAKE LINE.

Brief of Accident (Continued)

File No. - 2552

11/23/87

NO. CANAAN,CT

A/C Reg. No. N14164

Time (Lcl) - 1030 EST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
 2. LANDING GEAR,MAIN GEAR STRUT - FATIGUE
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2537

4/24/87

LIHUE, HI

A/C Reg. No. N739RV

Time (Lcl) - 1300 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

Type of Operation -SIGHT SEEING

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

3

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA 172N

Eng Make/Model - LYCOMING O-320-H2AD

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2300

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 160 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 110/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 1900 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LIHUE, HI

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Age - 48

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - UNK/NR

Total - 3000

Last 24 Hrs - UNK/NR

SE LAND

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FILLED THE AIRCRAFT'S FUEL TANKS, LOADED THREE AIR TOUR PASSENGERS AND PROCEEDED UP A CANYON THAT CLIMBED UP TO AN ELEVATION OF ABOUT 3000 FEET MSL ON A SIGHTSEEING FLIGHT. A GROUND TOUR BUS DRIVER OBSERVED SMOKE EMANATING FROM THE CANYON AND REPORTED HIS FINDINGS TO THE PARK RANGERS. RESCUE PERSONNEL FOUND THE AIRCRAFT IMPACTED IN THE STEEP WALLS OF THE CANYON.

Brief of Accident (Continued)

File No. - 2537

4/24/87

LIHUE, HI

A/C Reg. No. N739RV

Time (Lcl) - 1300 HST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. LOW PASS - INITIATED - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. AIRCRAFT WEIGHT AND BALANCE - NOT PERFORMED - PILOT IN COMMAND
-

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

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

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

Brief of Accident

File No. - 2419 8/23/87 KAILUA-KONA, HI A/C Reg. No. N2777R Time (Lcl) - 0838 HST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-KENAI AIR OF HAWAII	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	1	3
Accident Occurred During	-DESCENT						

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
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-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	KAILUA-KONA, HI			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- VARIABLE/006 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	- UNK/NR SCATTERED	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 20000 FT BROKEN	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 5278	Last 24 Hrs - 1
SE LAND	Months Since - 4	Make/Model - 1910	Last 30 Days - 82
HELICOPTER	Aircraft Type - 206B	Instrument - 224	Last 90 Days - 224
			Rotorcraft - 5132

Instrument Rating(s) - HELICOPTER

-----Narrative-----

AS THE HELICOPTER WAS CLIMBING OVER RISING TERRAIN AT 300' TO 400' AGL, THE PLT NOTED ALTIMETER & AIRSPEED INDICNS OF 8700' & 60 MPH. AFTER CLIMBING AN ADNL 2 MIN TO APRX 10,000' (12,000' DENSITY ALT), HE NOTICED THE ROTOR RPM WAS BLEEDING OFF. HE MADE A 180 DEG RGT TURN & HEADED DOWN SLOPE, BUT THE HELICOPTER "CRASH LANDED" AT THE 8500' LEVEL. THE PLT RPRTD THE WINDS WERE FROM THE NW AT 5 KTS & THE TEMP WAS 60 DEG F. APRX 26 MI NW AT KAILUA-KONA, THE 1750 WIND WAS FROM 030 DEG AT 7 KTS. ACCORDING TO WT & BALANCE RECORDS, THE ACFT WAS LOADED TO 3171 LBS (28 LBS UNDER MAX WT LMT). CALCULATIONS SHOWED THE HELICOPTER WOULD HAVE HAD TO CLIMB AT A RATE OF 616'/MIN TO MAINT A 60 MPH CLIMB OVER THE TRRN. ACCORDING TO THE FLT MANUAL, AT 3171 LBS, THE HELICOPTER'S MAX RATE OF CLIMB AT 10,000' WITH 60 DEG AIR TEMP WOULD HAVE BEEN 450'/MIN. ALSO, THE MANUAL SHOWED THE HELICOPTER WAS NOT ABLE TO HOVER OUT OF GROUND EFFECT AT AN ALT & TEMP OF 10,000' & 60 DEG, WHEN THE GROSS WT WAS AT OR ABOVE 2800 LBS. NO PREIMPACT MECH PROBLEMS WERE FND.

Brief of Accident (Continued)

File No. - 2419

8/23/87

KAILUA-KONA, HI

A/C Reg. No. N2777R

Time (Lcl) - 0838 HST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH TERRAIN
3. TERRAIN CONDITION - RISING
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. WEATHER CONDITION - UNFAVORABLE WIND
6. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2423 9/01/87 LANAI, HI A/C Reg. No. N37808 Time (Lcl) - 1450 HST

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

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

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

Make/Model	- GAF NOMAD 24A	Eng Make/Model	- ALLISON 250-B17C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9450	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 385 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	HONOLULU, HI			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	HILO, HI		LANAI	
Wind Dir/Speed	- CALM			Runway Ident	- N/A
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Ceiling	- BROKEN	Type of Clearance	- VFR	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 20100	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - 35	Last 30 Days - UNK/NR
	Aircraft Type - N-24A	Instrument - 975	Last 90 Days - 20
		Multi-Eng - 11500	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE FLT WAS APRX 15 MI WEST OF LANAI ON A CARGO FLT FROM HONOLULU TO HILO, HI, THE PLT OBSERVED THE FUEL GAUGES OSCILLATING ERRATICALLY TOWARD THE LOW SIDE. HE DIVERTED TOWARD LANAI TO REFUEL. HOWEVER, WHEN THE FLT WAS ABT 9 MI WEST OF LANAI, THE LEFT ENG FLAMED OUT. THE PLT FEATHERED THE LEFT ENG, BUT SHORTLY THEREAFTER (ABOUT 2 MI WEST OF LANAI), THE RIGHT ENG FLAMED OUT. WITH BOTH PROPS FEATHERED, HE ELECTED TO LAND ON AN UPWARD SLOPING ROAD. DURING THE LANDING ROLL, THE PLANE'S LEFT WING TIP STRUCK A SIGNPOST & A DIRT BANK WHICH CAUSED THE PLANE TO PIVOT FURTHER LEFT & NOSE INTO THE EMBANKMENT. NO FUEL OR FUEL LEAKAGE WAS FOUND DURING A POST-ACDNT EXAM. WHEN 1ST CHECKED, THE LEFT OUTBOARD FUEL GAUGE INDCD 70 TO 80 LBS OF FUEL REMAINING. LATER, BOTH LEFT FUEL GAUGES HAD ZERO READINGS. THE RGT OUTBOARD & INBOARD FUEL GAUGES INDCD 25 & 20 LBS, RESPECTIVELY.

Brief of Accident (Continued)

File No. - 2423

9/01/87

LANAI, HI

A/C Reg. No. N37808

Time (Lc1) - 1450 HST

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

Finding(s)

1. ALL ENGINES -
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
4. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - SIGN

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2543 11/20/87 HONOLULU, HI A/C Reg. No. N27512 Time (Lcl) - 1124 HST

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

Type Operating Certificate-COMMUTER	Aircraft Damage		Injuries		
Name of Carrier -AIRTOUR ACQUISITION CORP.	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	1
Accident Occurred During -LANDING					4

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING LT10-540	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KONA, HI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HONOLULU, HI	Runway Ident - N/A
Wind Dir/Speed- 060/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - VFR	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FORCED LANDING	
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)
ATP, CFI	Current - YES	Total - 4190
SE LAND, ME LAND	Months Since - 11	Make/Model- 1685
	Aircraft Type - UNK/NR	Instrument- 314
		Multi-Eng - 2263
		Last 24 Hrs - 4
		Last 30 Days- 123
		Last 90 Days- 258

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ESTIMATED THAT THE AIRCRAFT'S REDUCED FUEL QUANTITY WAS ADEQUATE FOR THE FLIGHT DURING HIS PREFLIGHT INSPECTION. AS THE AIRCRAFT DESCENDED FOR THE TRAFFIC PATTERN NEAR THE DESTINATION AIRPORT BOTH ENGINES FAILED. AFTER THE LOSS OF POWER THE PILOT EXECUTED A FORCED LANDING INTO A PARK WITH THE LANDING GEAR NOT FULLY EXTENDED. THE AIRCRAFT IMPACTED THE TERRAIN AND SLID INTO A FENCE BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 2543

11/20/87

HONOLULU, HI

A/C Reg. No. N27512

Time (Lcl) - 1124 HST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - FENCE
 5. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

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

Brief of Accident

File No. - 2461 10/31/87 VINTON,IA A/C Reg. No. N76EM Time (Lcl) - 0950 CST

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

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

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

Make/Model - MERCHANT PITTS S-1S	Eng Make/Model - LYCOMING IO-360-B4A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2600
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 WAS RPRTD TO BE ON A MAINT FERRY FLT TO ANOTHER STATE. HE RPRTD THAT BEFORE THE FLT, HE TOPPED OFF THE FUEL TANK & THAT THE PREFLT, TAKEOFF & DEPARTURE WERE NORMAL. DUE TO LOW CLOUDS, HE LEVELED OFF AT APRX 2000' AGL. SHORTLY THEREAFTER, THE ENG RPM BEGAN TO GRADUALLY DECREASE UNTIL THE ENG STOPPED RUNNING. AN EMERG LANDING WAS MADE IN AN OPEN FIELD, BUT THE ACFT NOSED OVER & WAS DMGD. DURING AN EXAM OF THE ACFT FUEL SYS, DIRTY RESIDUE WAS FOUND IN THE FUEL FILTER BOWL & DEBRIS WAS FOUND IN THE FUEL FILTER ELEMENT & FUEL INJECTOR CONTROL VALVE.

Brief of Accident (Continued)

File No. - 2461

10/31/87

VINTON, IA

A/C Reg. No. N76EM

Time (Lcl) - 0950 CST

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2436 2/18/87 QUINCY,IL

A/C Reg. No. N149R

Time (Lcl) - 1532 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
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 - WESTWIND E18S
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 11250
No. of Seats - 2

Eng Make/Model - P & W PT6A-20
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 550 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - VMC
Wind Dir/Speed- 020/004 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
QUINCY,IL
Destination
BELLEVILLE,MI

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BALDWIN FIELD
Runway Ident - 04
Runway Lth/Wid - 7100/ 150
Runway Surface - ASPHALT
Runway Status - DRY

PRECAUTIONARY LANDING

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

Pilot-In-Command

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - E18S

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	3743
Make/Model-	287
Instrument-	183
Multi-Eng -	2153
Last 24 Hrs -	UNK/NR
Last 30 Days-	46
Last 90 Days-	187

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT, AT NEAR GROSS WEIGHT (CG UNKNOWN), WAS ON INITIAL CLIMB AFTER TAKEOFF. A WITNESS REPORTED THAT ENGINES SOUNDED NORMAL. AT ABOUT 400 FT AGL THE ACFT WAS REPORTED TO PITCH UP ABOUT 10 DEGREES, THEN LEVEL OFF AND ENTER A LEFT TURN. THE ACFT MADE ANOTHER LEFT TURN TO THE SSW. THE PILOT RPRTD THAT HE WAS RETURNING TO THE FIELD, BUT DID NOT STATE PROBLEM. THE WITNESS SAID THE ACFT WAS IN A 30 DEGREE LEFT BANK, TURNING TOWARD THE ARPT, WHEN THE ACFT STALLED AND DESCENDED TO THE GND IN A VERTICAL NOSE DOWN ATTITUDE. FIRE/EXPLOSION AFTER IMPACT. LEFT PROP FND IN FEATHERED POSITION. NO ENGINE PROBLEM FOUND. ON 1/28/87, LT ENGINE LOST POWER AFTER TKOF; NO PROBLEM FOUND; UNABLE TO DUPLICATE. PLT HAD 2 ENGINE-OUT EXPERIENCES IN AIRPLANE PREVIOUSLY, BOTH WHEN AT LOW WEIGHT. SURROUNDING TERRAIN SUITABLE FOR OFF-AIRPORT LDG.

Brief of Accident (Continued)

File No. - 2436

2/18/87

QUINCY, IL

A/C Reg. No. N149R

Time (Lc1) - 1532 CST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
6. WHEELS UP LANDING - NOT PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2459 3/27/87 MOUNT VERNON, IL A/C Reg. No. N2820S Time (Lcl) - 1810 CST

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

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

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

Make/Model - BEECH V35-TC	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MT VERNON
Wind Dir/Speed- 010/008 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6498/ 150
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 7040
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
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A TEST FLT AFTER A TOP-OVERHAUL HAD JUST BEEN COMPLETED. MECHANICS RPRTD THAT BEFORE THE FLT, THE ENG HAD BEEN PROPERLY RIGGED & OPERATED NORMALLY DRG RUN-UP. DRG INITIAL CLIMB AFTER TAKEOFF, WITNESSES SAID THE ENG LOST POWER. THE PLT INITIATED A STEEP (70-75 DEGREE BANKED) TURN BACK TOWARD THE ARP. DRG THE TURN, THE NOSE DROPPED & THE ACFT IMPACTED THE GROUND IN A LEFT WING LOW, NOSE DOWN ATTITUDE. THE ACFT WAS EXTENSIVELY DAMAGED BY IMPACT & GROUND FIRE. A TEARDOWN OF THE ENG REVEALED INTERNAL ENGINE MECHANICAL CONTINUITY, EVIDENCE OF OIL PUMP OPERATION, AND NORMAL LUBRICATION. THE DUAL MAG HAD EXTENSIVE FIRE DMG. THE FUEL PUMP WAS CHARRED; INVESTIGATORS WERE UNABLE TO ROTATE DRIVESHAFT. TEARDOWN DID NOT CONFIRM REASON FOR POWER LOSS.

Brief of Accident (Continued)

File No. - 2459

3/27/87

MOUNT VERNON, IL

A/C Reg. No. N2820S

Time (Lc1) - 1810 CST

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

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2528

4/06/87

LANSING, IL

A/C Reg. No. N80379

Time (Lcl) - 1850 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----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/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- 020/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHICAGO, IL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LANSING
Runway Ident - 27
Runway Lth/Wid - 2400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 225	Last 24 Hrs	- UNK/NR
Make/Model-	70	Last 30 Days-	12
Instrument-	46	Last 90 Days-	40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DUE TO AN RPM FLUCTUATION HE HAD DIVERTED TO AN ALTERNATE ARPT. HE ATTEMPTED TO LAND ON RWY 27 WHEN THE WIND WAS FROM 020 DEGREES 14 KTS GUSTING 30 KNOTS. THE FLAP OPERATION WAS ALSO ERRATIC ACCORDING TO THE PLT. THE ACFT RAN OFF THE DEPARTURE END OF THE RWY AND STRUCK A DITCH. POST ACC INVESTIGATION REVEALED NO REASON FOR THE ENG MALFUNCTION BUT THE ALTERNATOR CIRCUIT BREAKER WAS POPPED.

Brief of Accident (Continued)

File No. - 2528

4/06/87

LANSING,IL

A/C Reg. No. N80379

Time (Lcl) - 1850 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

1. FLT CONTROL SYST,WING FLAP CONTROL - ERRATIC
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
 5. ELECTRICAL SYSTEM,CIRCUIT BREAKER - POPPED/TRIPPED
 6. ELECTRICAL SYSTEM,ALTERNATOR - DISABLED
-

-----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

Brief of Accident

File No. - 2596 8/23/87 BAILEYVILLE, IL A/C Reg. No. N8207B Time (Lcl) - 1618 CDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BAILEYVILLE, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 320/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 445
SE LAND	Months Since - 1	Make/Model- 414
	Aircraft Type - C-172	Instrument- 5
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PERFORMING A LOW LEVEL (300-400' ABOVE THE GROUND) FLIGHT SEARCH FOR A REMOTE CONTROLLED AIRCRAFT THAT HAD BEEN LOST DURING FLIGHT, THE PILOT LOST CONTROL OF THE ACFT. A WITNESS REPORTED THAT THE AIRCRAFT ENTERED A "TIGHT LEFT TURN", AND THEN THE NOSE SUDDENLY DROPPED AND THE AIRCRAFT DESCENDED INTO A CORNFIELD IN A 50-60 DEGREE NOSE DOWN, RIGHT WING LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 2596

8/23/87

BAILEYVILLE, IL

A/C Reg. No. N8207B

Time (Lc1) - 1618 CDT

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

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - ENCOUNTERED - 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. - 2464 11/12/87 DEKALB, IL A/C Reg. No. N99VP Time (Lcl) - 1310 CST

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

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

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

Make/Model - ALEXANDER VOLKSPLANE VP-1	Eng Make/Model - VOLKSWAGON UNK	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	PLATO CENTER, IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	DEKALB
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3542/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 206
SE LAND	Months Since - 18	Last 24 Hrs - 4
	Aircraft Type - C-150	Make/Model- 10
		Last 30 Days- 10
		Instrument- 15
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD LITTLE EXPERIENCE FLYING TAILWHEEL EQUIPPED ACFT & HAD ONLY 10 HRS FLT TIME IN THIS MAKE & MODEL. DURING ARRIVAL, HE LANDED ON RWY 27 WITH A QUARTERING LEFT X-WIND THAT WAS GUSTING TO 20 KTS. JUST BEFORE TOUCHDOWN, A GUST OF WIND CAUSED THE ACFT TO BANK TO THE RIGHT. SUBSEQUENTLY, IT CONTACTED THE RWY IN A RIGHT WING LOW ATTITUDE, BENDING THE RIGHT MAIN GEAR. THE ACFT THEN VEERED TO THE LEFT & THE LEFT MAIN GEAR COLLAPSED, DAMAGING THE PROP & LEFT WING SPAR.

Brief of Accident (Continued)

File No. - 2464

11/12/87

DEKALB,IL

A/C Reg. No. N99VP

Time (Lcl) - 1310 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED -
 4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2472 11/28/87 DANVILLE, IL A/C Reg. No. N5611P Time (Lcl) - 1755 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-24-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2000 FT
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
ROCHELLE, IL
Destination
DANVILLE, IL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 329
Make/Model- 329
Instrument- 10
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

EARLIER IN THE DAY, THE ACFT WAS FLOWN FROM DANVILLE TO ROCHELLE, IL. WHILE ON A RETURN FLT WITHOUT REFUELING, THE ENG BEGAN LOSING POWER, SO THE PLT MOVED THE FUEL SELECTOR TO THE RGT TANK (WHICH INDCD 1/4 FULL) & POWER WAS RESTORED. HOWEVER, ABOUT 2 MIN LATER, THE ENG LOST ALL POWER & WOULD NOT RESTART. THE PLT MADE AN EMERG LANDING ON A ROAD, BUT SAID HE DELAYED EXTENDING THE GEAR UNTIL THE ACFT WAS CLEAR OF POWER LINES. HE INITIATED GEAR EXTENSION, BUT THE ACFT TOUCHED DOWN BEFORE THE GEAR WAS FULLY EXTENDED. SUBSEQUENTLY, THE ACFT SETTLED & SKIDDED TO A STOP ON ITS BELLY. AN EXAM OF THE FUEL SYS REVEALED NO FUEL WAS REMAINING.

Brief of Accident (Continued)

File No. - 2472

11/28/87

DANVILLE,IL

A/C Reg. No. N5611P

Time (Lcl) - 1755 CST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
 3. FLUID,FUEL - EXHAUSTION
 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 6. GEAR DOWN AND LOCKED - DELAYED - PILOT IN COMMAND
-

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

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

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

Brief of Accident

File No. - 2473 12/05/87 LINCOLN, IL A/C Reg. No. N757KW Time (Lcl) - 2057 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	CARBONDALE, IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LOGAN COUNTY
Wind Dir/Speed- 110/015 KTS	ATC/Airspace	Runway Ident - 14
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 200
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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 - 160
SE LAND	Months Since - 17	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 124
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RETURNED TO THE ARPT AFTER DARK & NOTED THERE WAS AN EXCESSIVE X-WIND FOR THE ACTIVE RWY. HE ELECTED TO LAND ON THE UNLIGHTED GRASS RWY (RWY 14) WHICH WAS ALIGNED MORE FAVORABLY WITH THE WIND. HE THOUGHT THAT ON FINAL APCH, HE HAD ALIGNED THE ACFT WITH THE RWY CENTERLINE. HOWEVER, DURING THE LANDING, THE ACFT TOUCHED DOWN IN SOFT TERRAIN BESIDE THE RWY & SUBSEQUENTLY NOSED OVER.

Brief of Accident (Continued)

File No. - 2473

12/05/87

LINCOLN,IL

A/C Reg. No. N757KW

Time (Lc1) - 2057 CST

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
 4. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 5. TERRAIN CONDITION - SOFT
-

----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. - 2532 12/18/87 WEDRON,IL

A/C Reg. No. N3702K

Time (Lc1) - 0030 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-HUSTED-MCCASLIN AIR CHART	DESTROYED						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	1	0	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-DESCENT							

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

Make/Model	- BEECH 58	Eng Make/Model	- CONTINENTAL IO-520-CB	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	- 285 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	KANSAS CITY,MO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	CHICAGO,IL	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- UNK/NR	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- N/A	Type of Clearance	- N/A
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- N/A
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	Current	- YES	Total - 9400
SE LAND,ME LAND	Months Since	- 2	Make/Model- UNK/NR
	Aircraft Type	- B-58	Instrument- UNK/NR
			Multi-Eng - UNK/NR
			Last 24 Hrs - UNK/NR
			Last 30 Days- UNK/NR
			Last 90 Days- UNK/NR
			Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE STRUCK TREES AND DESCENDED UNCONTROLLED INTO A RIVER WHILE ATTEMPTING A NIGHT FORCED LANDING AFTER RUNNING OUT OF FUEL DURING A CARGO FLIGHT. THE AIRPLANE WAS FOUND UNDER WATER ON THE FIFTH DAY OF A SEARCH CONDUCTED BY THE CAP AFTER TWO BOYS FOUND DEBRIS FROM THE AIRPLANE ON THE RIVER BANK.

Brief of Accident (Continued)

File No. - 2532

12/18/87

WEDRON, IL

A/C Reg. No. N3702K

Time (Lc1) - 0030 CST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

5. OBJECT - TREE(S)

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

Finding(s)

6. 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. - 2582 3/10/87 ANGOLA, IN A/C Reg. No. N3135A Time (Lcl) - 1700 EST

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TRI-STATE STEUBEN COUNTY
Wind Dir/Speed- 060/015 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 118
SE LAND	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 90
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT PERFORMED FULL STALL LANDING IN MODERATE RIGHT CROSSWIND. ATTEMPTS TO CONTROL WEATHERCOCKING WITH FULL LEFT RUDDER AND AILERON WERE INEFFECTIVE. LEFT BRAKE WAS INEFFECTIVE. AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE IN RESULTANT GROUND LOOP.

Brief of Accident (Continued)

File No. - 2582

3/10/87

ANGOLA, IN

A/C Reg. No. N3135A

Time (Lc1) - 1700 EST

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

Finding(s).

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 4. WEATHER CONDITION - CROSSWIND
-

-----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. - 2471 3/29/87 INDIANAPOLIS, IN A/C Reg. No. N230EA Time (Lcl) - 2300 EST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -EASTERN AIR LINES	NONE	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew 0	1	0	8
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	238
Accident Occurred During -CRUISE					

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

Make/Model - AIRBUS A300B4-203	Eng Make/Model - GE CF6-50C2	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 349200	Engine Type - TURBOFAN	
No. of Seats - 341	Rated Power - 52500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	ATLANTA, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHICAGO, IL	Runway Ident - N/A
Wind Dir/Speed- 230/075 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5291
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - A300	Make/Model- 1234
		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-----

WHILE CRUISING AT NGT IN CLR AIR (WELL ABV CLDS), EASTERN AI LINES FLT 477 WAS IN LIGHT CHOP AT FL 310 WITH THE SEAT BELT SIGN ON. THE CAPTAIN STATED THAT WHEN THE TURBULENCE INCREASED TO A MODERATE COND, HE MADE AN ANNOUNCEMENT FOR THE FLT ATTENDANTS (F/A'S) TO STOP SERVING & TAKE THEIR SEATS. THE F/A'S WERE STOWING EQUIPMENT, WHEN THE ACFT ENCTRD TURBULENCE. ONE F/A WAS INJURED & SUBSEQUENTLY HOSPITALIZED IN EXCESS OF 10 DAYS.

Brief of Accident (Continued)

File No. - 2471

3/29/87

INDIANAPOLIS, IN

A/C Reg. No. N230EA

Time (Lcl) - 2300 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL
1. SEAT BELT SIGN - SELECTED -
2. WEATHER CONDITION - TURBULENCE, CLEAR AIR
3. INSTRUCTIONS, WRITTEN/VERBAL - CONFLICTING -

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2460 5/31/87 HUNTINGBURG, IN A/C Reg. No. N5514T Time (Lcl) - 1538 EST

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

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

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

Make/Model	- CESSNA 172E	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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 180/004 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT</p> <p>Lowest Ceiling - 25000 FT OVERCAST</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ST LOUIS, MO</p> <p>Destination</p> <p>EVANSVILLE, IN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
--	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - C-172E</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 130</p> <p>Make/Model - 130</p> <p>Instrument - 2</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days - 11</p> <p>Last 90 Days - 50</p>
---	--	---

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A X-COUNTRY FLT, THE ACFT'S NAV EQUIP WAS NOT WORKING PROPERLY & THE PLT BECAME LOST/DISORIENTED. HE REQUESTED A DF STEER, BUT HAD DIFFICULTY RECEIVING TRANSMISSIONS ON HIS RECEIVER. HE SUBSEQUENTLY RECEIVED ASSISTANCE & VECTORS TOWARD THE HUNTINGBURG ARPT; HOWEVER, THE ENG LOST POWER FROM FUEL EXHAUSTION BEFORE REACHING THE ARPT. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A WOODED AREA ABOUT 2 MI FROM THE ARPT. ONLY ABOUT 1 QUART OF FUEL WAS REMAINING IN THE FUEL TANKS AFTER THE ACDNT.

Brief of Accident (Continued)

File No. - 2460

5/31/87

HUNTINGBURG, IN

A/C Reg. No. N5514T

Time (Lc1) - 1538 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. COMM/NAV EQUIPMENT, VOR RECEIVER - ERRATIC
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2581 6/21/87 ROLLING PRAIRIE, IN A/C Reg. No. N2813 Time (Lcl) - 0400 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - MCENTEE STITSPLAYMATE SA-11A	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data

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

Basic Weather - IMC

Wind Dir/Speed- 110/006 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 800 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PAXTON, IL
Destination
ANDERSON, IN

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 - 53

Biennial Flight Review

Current - NO
Months Since - 28
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 220	Last 24 Hrs - UNK/NR
Make/Model- 9	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT CRASHED IN OPEN RISING FIELD KILLING PILOT AND DESTROYING AIRCRAFT. HOMEBUILT AIRCRAFT WAS NOT IFR-EQUIPPED OR CERTIFIED. PILOT HAD LESS THAN TEN HOURS ON AIRCRAFT. NO FLIGHT PLAN FILED. NO RECORD OF WEATHER BRIEFING, OR IN-FLIGHT WEATHER ADVISORY. SIGMET WAS ISSUED FOR AREA WHICH INCLUDED NUMEROUS THUNDERSTORMS, TURBULENCE, LOW CEILINGS AND FOG. CONDITIONS WERE IMC AT CRASH SITE AT TIME OF OCCURRENCE.

Brief of Accident (Continued)

File No. - 2581

6/21/87

ROLLING PRAIRIE, IN

A/C Reg. No. N2813

Time (Lcl) - 0400 CDT

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
4. AIRCRAFT/EQUIPMENT INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
7. WEATHER CONDITION - THUNDERSTORM
8. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

9. TERRAIN CONDITION - RISING

-----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) 1,2,4,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2485 8/30/87 MARTINSVILLE, IN A/C Reg. No. N700T Time (Lcl) - 0830 EST

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

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

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

Make/Model - BEECH B35	Eng Make/Model - CONTINENTAL IO-470-C1	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MARTINSVILLE, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROUGH RIVER, KY	Runway Ident - N/A
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - NO	Total - 14300
SE LAND, ME LAND	Months Since - 26	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF AN ENGINE FAILURE OCCURRED. THE AIRCRAFT STALLED AND SPUN TO THE GROUND WHEN THE PILOT TRIED TO RETURN TO THE AIRPORT. THE FUEL SELECTOR WAS POSITIONED ON THE ALMOST EMPTY AUXILIARY TANK (MEANT FOR USE IN LEVEL FLIGHT ONLY).

Brief of Accident (Continued)

File No. - 2485

8/30/87

MARTINSVILLE, IN

A/C Reg. No. N700T

Time (Lcl) - 0830 EST

Occurrence #1 : LOSS OF ENGINE 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 : LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2490 10/12/87 WAKEENEY,KS A/C Reg. No. N448C Time (Lcl) - 1645 CDT

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

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

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

Make/Model - STINSON 108-2	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2078	Engine Type - RECIPROCATING-CARBURETOR	
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 AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PVT STRIP
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 20
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SOFT
Obstructions to Vision- NONE		ROUGH
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)
PRIVATE	Current - UNK/NR	Total - 250
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER & HIS SON, WHO WERE BOTH PLTS, INITIATED A MIDFIELD TAKEOFF FROM THEIR PVT DIRT AIRSTRIP WHICH WAS ON SOFT UNEVEN TERRAIN. THE SON RPRTD THAT NEAR THE END OF THE STRIP, POWER WAS "CUT." THE ACFT CONTD ABOUT 200' BEYOND THE DEP END OF THE STRIP & NOSED OVER BEFORE COMING TO REST. AN INVESTIGATION REVEALED THE ACFT HAD BECOME AIRBORNE & THE RIGHT MAIN GEAR STRUT HIT A POST ABOUT 3 FT ABOVE THE GROUND. RPRTDLY, THE ACFT NOSED OVER WHEN THE PLT APPLIED BRAKES AS THE ACFT TOUCHED DOWN ON THE ROUGH DIRT OVERRUN. SEAT BELT FAILURE OCCURRED AS THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2490

10/12/87

WAKEENEY,KS

A/C Reg. No. N448C

Time (Lcl) - 1645 CDT

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

Finding(s)

1. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
2. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
3. OBJECT - FENCE POST
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. MISC EQPT/FURNISHINGS, SEAT BELT - FAILURE, PARTIAL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2463

9/11/87

NEW ORLEANS, LA

A/C Reg. No. N1352W

Time (Lcl) - 0629 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	0	1	0	0
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-APPROACH				

Fire

Crew

Pass

NONE

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

Make/Model - PARTENAVIA P68C

Eng Make/Model - LYCOMING IO-360-A1B6

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 4000

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 7

Rated Power - 200 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 8.0 SM

Lowest Sky/Clouds - 1700 FT

Lowest Ceiling - 2500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

HAMMOND, LA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAKEFRONT

Runway Ident - 18R

Runway Lth/Wid - 6700/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 73

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 15164

Make/Model- 30

Instrument- 1017

Multi-Eng - 1692

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT BEGAN AN ILS RWY 18R APCH AT NGT TO THE LAKEFRONT ARPT. HE RPRTD THAT AFTER THE ACFT BROKE OUT OF THE CLOUDS AT 1700', HE TRANSITIONED TO A VISUAL APCH. HE STATED THAT AS HE CONTD, THE APCH SEEMED NORMAL, EXCEPT THE VASI LIGHTS SEEMED TOO FAR DOWN THE RWY. HE REMEMBERED THAT JUST BEFORE IMPACT, THE VASI WAS PROVIDING A RED OVER RED INDCN, BUT HE DID NOT WORRY AS HE PERCEIVED THE ACFT WAS OVER THE END OF THE RWY & HE WAS ABOUT TO FLARE. AT ABOUT THAT TIME, THE ACFT IMPACTED WITH WATER, WELL SHORT OF THE RWY. AS THE ACFT SANK, THE PLT ESCAPED THRU A HOLE IN THE WINDSHIELD. SUBSEQUENTLY, HE WAS FOUND BY PASSING FISHERMEN. THE PLT BELIEVED HE HAD GOTTEN A FALSE PERCEPTION OF THE RWY LOCATION DUE TO REFLECTION OF LIGHTS OFF OF CALM LAKE WATER.

Brief of Accident (Continued)

File No. - 2463

9/11/87

NEW ORLEANS, LA

A/C Reg. No. N1352W

Time (Lcl) - 0629 CDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - WATER, GLASSY
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - WATER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,7

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. - 2462

9/20/87

JACKSON, LA

A/C Reg. No. N3815H

Time (Lcl) - 1620 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - ERCOUE 415-D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1400
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/011 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
BATON ROUGE, 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

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

Pilot-In-Command

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

Age - 28

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 340	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-----

JUST PRIOR TO THE ACDNT, WITNESSES OBSERVED THE ACFT FLYING AT LOW ALT OVER A CREEK. THEY RPRTD THE ACFT WENT INTO A STEEP CLIMBING LEFT TURN FROM ABOUT 40 TO 75 FT AGL, THEN IT ENTERED A STEEP DESCENT & CRASHED IN THE CREEK. NO ENG PROBLEMS OR CHANGES IN THE ENG SOUND WERE NOTED BEFORE IMPACT & NO PREIMPACT MECHANICAL PROBLEM WAS FOUND.

Brief of Accident (Continued)

File No. - 2462

9/20/87

JACKSON, LA

A/C Reg. No. N3815H

Time (Lcl) - 1620 CDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. PULL-UP - INITIATED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - 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) 3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2570 4/10/87 NORTH ADAMS,MA A/C Reg. No. N11GS Time (Lcl) - 1320 EDT

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

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

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

Make/Model - SPRAGUE CHRISTIAN EAGLE II	Eng Make/Model - LYCOMING AEIO-360-A1D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1550	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HARRIMAN & WEST
Wind Dir/Speed- 315/010 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 12632
SE LAND,ME LAND,SE SEA	Months Since - 6	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - BE-200	Make/Model- 120
		Instrument- 1363
		Multi-Eng - 9696
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE CHRISTIAN EAGLE WAS COMING IN FOR A TOUCH AND GO WHEN IT SANK INTO TREES, TURNED AROUND AND BECAME INVOLVED IN A POSTCRASH FIRE. THE ACFT WAS DESTROYED AND THE PLT FATALLY INJURED. A PILOT WHO PRECEDED THE ACCIDENT AIRCRAFT SAID THE WINDS WERE GUSTY AND THAT THE GUSTY CONDITIONS WERE INTERMITTENT. NO PRE-EXISTING PROBLEMS WERE FOUND WITH THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2570

4/10/87

NORTH ADAMS,MA

A/C Reg. No. N11GS

Time (Lcl) - 1320 EDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
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) 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. - 2453

4/12/87

HYANNIS, MA

A/C Reg. No. N87PB

Time (Lcl) - 1115 EDT

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

Type Operating Certificate	COMMUTER	Aircraft Damage		Injuries	
Name of Carrier	PROVINCETOWN BOSTON AIR	DESTROYED	Fatal	Serious	Minor
Type of Operation	SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew 0	0	1
Flight Conducted Under	14 CFR 135	NONE	Pass 0	0	8
Accident Occurred During	LANDING				None 0

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

Make/Model	CESSNA 402C	Eng Make/Model	CONTINENTAL TSIO-520-VB	ELT Installed/Activated	YES/YES
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	2	Stall Warning System	YES
Max Gross Wt	6850	Engine Type	RECIP-FUEL INJECTED		
No. of Seats	10	Rated Power	325 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	NANTUCKET, MA	BARNSTABLE MUNI
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	Runway Lth/Wid
Lowest Sky/Clouds	Type of Clearance	Runway Surface
Lowest Ceiling	Type Apch/Lndg	Runway Status
Obstructions to Vision		
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - 33	Medical Certificate	VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 2629	Last 24 Hrs - 0
SE LAND, ME LAND, SE SEA	Months Since - 4	Make/Model - 550	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - C-402C	Instrument - 254	Last 90 Days - 54
		Multi-Eng - 1540	Rotorcraft - 124

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER THE INITIAL PWR REDUCTION DRG TKOF, THE PLT NOTED A PARTIAL LOSS OF PWR IN THE RGT ENG. HE SAID HE "WENT TO FULL POWER ON BOTH ENGINES" & NOTED AN "EXTREMELY HIGH" FUEL FLOW INDCN TO THE RGT ENG. HE SAID, "THINKING THAT THE ENGINE WAS FLOODING, I PLACED THE BOOST PUMP SWITCH FROM HIGH TO OFF TO POSSIBLY ELIMINATE THE PROBLEM WITH NO RESULT. I THEN PLACED THE PUMP BACK TO HIGH AND TRIED TO DECREASE THE FUEL FLOW BY LEANING THE MIXTURE. THIS ALSO DID NOT SEEM TO ELIMINATE THE PROBLEM." WHILE TROUBLESHOOTING THE PRBLM, HE TURNED TO A DOWNWIND & STAYED IN THE TRAFFIC PATTERN, BUT COULD NOT MAINT ALT. SUBSEQUENTLY, A WHEELS-UP LNDG WAS MADE IN AN AREA OF SMALL TREES APRX 1/2 MI BFR REACHING RWY 24. AN EXAM OF THE RGT ENG REVEALED THE SPARK PLUGS WERE WET WITH FUEL & BLACK WITH SOOT. ALSO, ITS #5 FUEL NOZZLE HAD BEEN CROSS-THREADED & WAS KNOCKED OUT OF ITS HOLE DRG IMPACT. DRG AN INITIAL TEST, THE RGT FUEL PRESSURE SENSING SW DID NOT SENSE OPERG PRESSURE (OVR 6 PSI); THIS WOULD HAVE RESULTED IN A HI BOOST/FUEL FLOW COND. LATER, THE SW TESTED OK.

Brief of Accident (Continued)

File No. - 2453

4/12/87

HYANNIS,MA

A/C Reg. No. N87PB

Time (Lc1) - 1115 EDT

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

Finding(s)

1. FUEL SYSTEM - PRESSURE EXCESSIVE
 2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2588

7/28/87

NANTUCKET,MA

A/C Reg. No. N350AP

Time (Lcl) - 1750 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-LANDING				

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

Fire Crew
NONE Pass

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

Make/Model - AEROSPATIALE AS350D
Landing Gear - SKID
Max Gross Wt - 4300
No. of Seats - 6

Eng Make/Model - LYCOMING LTS-101-60DA2
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 615 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- 315/020 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
NANTUCKET,MA
Destination
HYANNIS,MA

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 - FORCED LANDING

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

Pilot-In-Command

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5249
Make/Model- 553
Instrument- 343
Multi-Eng - 310
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 55
Rotorcraft - 3169

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT WAS ENROUTE FROM NANTUCKET TO HYANNIS WHEN THE PILOT HEARD A LOUD BANG FOLLOWED BY A SEVERE VIBRATION, LOSS OF POWER TO THE MAIN ROTOR SYSTEM, AND A LOSS OF HYDRAULIC PRESSURE. THE HELICOPTER MADE AN AUTOROTATIVE LANDING IN WATER ABOUT 25 FEET IN FRONT OF A FISHING BOAT AND 8 MILES NORTH OF NANTUCKET, MASSACHUSETTS, WHILE ON A BUSINESS FLIGHT. THE HELICOPTER EMERGENCY FLOATS WERE AT THE FACTORY BEING REPAIRED. THE PILOT EXITED WITH MINOR INJURIES AND THE HELICOPTER SANK INTO THE ATLANTIC OCEAN. THE HELICOPTER WAS RECOVERED FROM THE WATER. THE ENGINE TO THE MAIN ROTOR GEARBOX DRIVESHAFT ASSEMBLY AND A GIMBAL JOINT ASSEMBLY WERE EXAMINED IN THE NTSB MATERIALS LABORATORY. THE MAJORITY OF THE DAMAGE OCCURRED IN THE AREA OF THE FORWARD FLEXIBLE COUPLING. THE INTERNAL SURFACES OF THE JUNCTION CASE HAD EXPERIENCED SEVERE ROTATIONAL DAMAGE IN THE VICINITY OF THE GIMBAL JOINT PIVOT POINTS. THE DAMAGE INCLUDED DEEP CIRCUMFERENTIAL CHANNELS CUT INTO THE CASE AND SEVERE HEATING/FRETTING.

Brief of Accident (Continued)

File No. - 2588

7/28/87

NANTUCKET, MA

A/C Reg. No. N350AP

Time (Lc1) - 1750 EDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, MAIN GEAR BOX/TRANSMISSION - FAILURE, PARTIAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2408

8/01/87

BREWSTER, MA

A/C Reg. No. N9075H

Time (Lcl) - 1030 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-18S

Landing Gear - FLOAT

Max Gross Wt - 1500

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 115 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- 360/008 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

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 - SIMULATED FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,SE SEA

Age - 39

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1345

Make/Model- 25

Instrument- 148

Multi-Eng - 6

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) SAID THAT SHORTLY AFTER TAKEOFF, THE STUDENT WAS GIVEN A SIMULATED POWER FAILURE. AT APRX 75' AGL, THE STUDENT INITIATED A STEEP TURN TO HEAD INTO THE WIND, WHICH TERMINATED IN NEARLY A 90 DEG HEADING CHANGE. THE CFI STATED THE WIND WAS NOT COMING FROM THE DIRECTION THE STUDENT HAD TURNED, & THAT AFTER THE TURN, THE OPTION TO GO AROUND OR LAND ON THE LONGEST PART OF THE LAKE WAS NO LONGER POSSIBLE. ALSO, THE CFI SAID HE LOWERED THE ACFT'S NOSE & APPLIED FULL POWER TO AVOID A STALL, BUT THERE WAS INSUFFICIENT ALTITUDE TO RECOVER AIRSPEED. SUBSEQUENTLY, THE AIRCRAFT IMPACTED THE WATER IN A WINGS LEVEL ATTITUDE & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2408

8/01/87

BREWSTER,MA

A/C Reg. No. N9075H

Time (Lc1) - 1030 EDT

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. MANEUVER - IMPROPER - DUAL STUDENT
 3. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
 4. STALL/MUSH - INADVERTENT - DUAL STUDENT
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

Finding(s)

6. TERRAIN CONDITION - WATER
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2413 8/01/87 STERLING, MA A/C Reg. No. N9078Z Time (Lcl) - 2020 EDT

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

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

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

Make/Model	- ROBINSON R22	Eng Make/Model	- LYCOMING O-320-B2C	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 124 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	STERLING, MA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- UNK/NR	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 - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 24	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 24	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 24
			Rotorcraft - 24

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE FLYING SOLO, THE STUDENT PLT & HIS INSTRUCTOR (CFI) PRACTICED AUTOROTATIONS FOR ABOUT 1/2 HR. THE CFI DEPLANED & THE STUDENT TOOK OFF ON A SOLO FLT. HE FLEW TO A RESERVOIR AREA FOR MORE PRACTICE. AFTER DESCENDING FROM ABOUT 1000' TO 500', THE ENG LOST POWER. THE STUDENT MADE AN AUTOROTATION TO THE AN OPEN AREA NEAR THE RESERVOIR. HOWEVER, DURING TOUCHDOWN ON SLOPING TERRAIN, THE HELICOPTER ROLLED OVER. A POST-ACDNT EXAM WAS MADE, BUT NO ENG OR FUEL SYSTEM DISCREPANCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 2413

8/01/87

STERLING,MA

A/C Reg. No. N9078Z

Time (Lcl) - 2020 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation DESCENT

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION

Occurrence #3 ROLL OVER
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2595 8/18/87 MARTHA VINEYARD, MA A/C Reg. No. N5060K Time (Lcl) - 1430 EDT

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

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

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

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C2E	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	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	NEW BEDFORD, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- LIGHT AND VARIABLE	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 - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 4800
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model- 300
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS INVOLVED IN COMMERICAL FISHING OPERATIONS AS A SPOTTER AND TO DIRECT THE CLOSING OF NETS AROUND SCHOOLS OF TUNA. WHILE DIRECTING THE CLOSING OF A NET, THE FISH BEING NETTED REVERSED COURSE AND STARTED TO ESCAPE FROM THE OPEN NET. THE PLT DROVE AT A STEEP ANGLE TOWARD THE WATER IN FRONT OF THE SCHOOL, APPARENTLY IN AN ATTEMPT TO TURN THE FISH BACK INTO THE NET. THE ACFT DESCENDED VERY LOW THEN PULLED UP ABRUPTLY. WITNESSES HEARD A LOUD CRACK AS THE ACFT BEGAN TO CLIMB, OBSERVED THE LEFT WING TO COLLAPSE REARWARD, AND THE ACFT TO SPIN INTO THE OCEAN. THE WITNESSES DID NOT SEE THE ACFT CONTACT THE WATER BEFORE HEARING THE CRACK AND OBSERVING THE DMGD WING. NEITHER THE WRECKAGE NOR THE PILOT'S BODY WERE RECOVERED. FISH SPOTTING IS NORMALLY CONDUCTED AT OR ABOVE 1000 FT AGL.

Brief of Accident (Continued)

File No. - 2595

8/18/87

MARTHA VINEYARD, MA

A/C Reg. No. N5060K

Time (Lcl) - 1430 EDT

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

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. DESCENT - MISJUDGED - PILOT IN COMMAND
 4. DIVERTED ATTENTION - PILOT IN COMMAND
 5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 6. WING - SEPARATION
-

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) 2

Brief of Accident

File No. - 2498

10/02/87

MANSFIELD, MA

A/C Reg. No. N4007T

Time (Lcl) - 1530 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Fire	Crew
NONE	Pass

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

Make/Model - BEECH B23

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2450

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2G

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- 200/020 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PAWTUCKET, RI

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

MANSFIELD

Runway Ident - 22

Runway Lth/Wid - 2200/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 98

Make/Model- 16

Instrument- 2

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 12

Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE WINDS WERE FROM THE SOUTH-SOUTHWEST AT 15 TO 20 KTS. HE RPRTD THAT DRG THE LANDING ROLL ON RWY 22, HE APPLIED FULL RIGHT RUDDER AGAINST THE PREVAILING WIND, BUT THE ACFT VEERED LEFT WITH THE APPLICATION OF BRAKES. SUBSEQUENTLY, IT CONTD TOWARD A DRAINAGE AREA BESIDE RWY 14/32. AS THE ACFT CROSSED THE DRAINAGE AREA, IT ENCTRD UPWARD SLOPING TERRAIN ON THE OPPOSITE SIDE & WAS DAMAGED. NO PRE-ACDNT MECHANICAL PROBLEM WAS RPRTD.

Brief of Accident (Continued)

File No. - 2498

10/02/87

MANSFIELD, MA

A/C Reg. No. N4007T

Time (Lc1) - 1530 EDT

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

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH WIND
-

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

Finding(s)

4. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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. - 2491 10/09/87 WESTON, MA A/C Reg. No. N8391A Time (Lcl) - 2010 EDT

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - NO -N/A
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 TETERBORO, NJ	OFF AIRPORT/STRIP
Method - N/A	Destination BEVERLY, MA	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- CALM	Type of Clearance - NONE	Runway Surface - N/A
Visibility - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 894
SE LAND, ME LAND	Months Since - 1	Make/Model- 426
	Aircraft Type - UNK/NR	Instrument- 85
		Multi-Eng - 48
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 410

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A NIGHT ARRIVAL, WHEN THE ACFT WAS APCHG THE BOSTON TCA, THE PLT DSCNDD TO 1000 FT. AS HE WAS LEVELING OFF, HE NOTED A POWER LOSS & WAS UNABLE TO REACH THE DESTN ARPT. HE IDENTIFIED A FIELD & INITIATED AN EMERG LANDING. DRG THE APCH, THE ACFT STRUCK POWER LINES, THEN IMPACTED THE GROUND. THE PLT RPRTD A FAULTY FUEL GAUGE & TOLD AUTHORITIES HE BELIEVED THE ACFT RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 2491

10/09/87

WESTON,MA

A/C Reg. No. N8391A

Time (Lcl) - 2010 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. FLUID,FUEL - EXHAUSTION
4. 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 APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. 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

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. - 2495 10/17/87 BEDFORD, MA A/C Reg. No. N97313 Time (Lcl) - 1738 EDT

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

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	FITCHBURG, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BEVERLY, MA	HANSCOM FIELD
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7001/ 150
Lowest Sky/Clouds - 1000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 327
SE LAND	Months Since - 19	Make/Model- 70
	Aircraft Type - UNK/NR	Instrument- 6
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 172, N97313, AND A BEECH C23, N6718Z, COLLIDED IN FLT AS THE PLTS OF BOTH ACFT WERE ARRIVING TO LAND ON RWY 11 AT HANSCOM FIELD. THE CESSNA PLT HAD PLANNED TO LAND AT BEVERLY, MA, BUT DIVERTED TO HANSCOM FIELD DUE TO WX. THE CESSNA WAS IN A LEFT TURN AS THE 2 ACFT CONVERGED. THE BEECH PLT SAW THE CESSNA JUST BEFORE IMPACT & TOOK EVASIVE ACTION. DRG THE COLLISION, THE ELEVATOR OF THE BEECH C23 & THE RIGHT WING & PROP OF THE CESSNA 172 WERE DAMAGED; HOWEVER, BOTH PLTS WERE ABLE TO LAND SAFELY.

Brief of Accident (Continued)

File No. - 2495

10/17/87

BEDFORD, MA

A/C Reg. No. N97313

Time (Lcl) - 1738 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2495 10/17/87 BEDFORD, MA

A/C Reg. No. N6718Z

Time (Lc1) - 1738 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire NONE

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

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

Make/Model - BEECH C23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 1000 FT
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BEDFORD, MA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HANSCOM FIELD
Runway Ident - 11
Runway Lth/Wid - 7001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 50

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 863	Last 24 Hrs	- 1
Make/Model-	30	Last 30 Days-	UNK/NR
Instrument-	124	Last 90 Days-	2
Multi-Eng	- 42		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 172, N97313, AND A BEECH C23, N6718Z, COLLIDED IN FLT AS THE PLTS OF BOTH ACFT WERE ARRIVING TO LAND ON RWY 11 AT HANSCOM FIELD. THE CESSNA PLT HAD PLANNED TO LAND AT BEVERLY, MA, BUT DIVERTED TO HANSCOM FIELD DUE TO WX. THE CESSNA WAS IN A LEFT TURN AS THE 2 ACFT CONVERGED. THE BEECH PLT SAW THE CESSNA JUST BEFORE IMPACT & TOOK EVASIVE ACTION. DRG THE COLLISION, THE ELEVATOR OF THE BEECH C23 & THE RIGHT WING & PROP OF THE CESSNA 172 WERE DAMAGED; HOWEVER, BOTH PLTS WERE ABLE TO LAND SAFELY.

Brief of Accident (Continued)

File No. - 2495

10/17/87

BEDFORD,MA

A/C Reg. No. N6718Z

Time (Lc1) - 1738 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2494 10/18/87 NANTUCKET, MA A/C Reg. No. N6344X Time (Lcl) - 1815 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -MCGARTH AIR LEASING	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1
					9

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

Make/Model - CESSNA 402B	Eng Make/Model - CONTINENTAL TS10-520-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 10	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HYANNIS, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NANTUCKET
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6300/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8733
ME LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - 212	Make/Model- 1500
		Instrument- 1243
		Multi-Eng - 6246
		Last 30 Days- UNK/NR
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG AN APCH TO RWY 6 AT DUSK, A SUDDEN SINK RATE DEVELOPED. HE APPLIED POWER & BROUGHT THE ACFT TO A CLIMB ATTITUDE; HOWEVER, HE FELT A "THUD BENEATH THE AIRCRAFT" & NOTED THAT THE RIGHT MAIN GEAR LIGHT NO LONGER INDICATED DOWN & LOCKED. SUSPECTING THE RIGHT MAIN GEAR HAD SEPARATED, HE MADE A GO-AROUND. DRG A SUBSEQUENT LANDING ON RWY 24, HE SHUT DOWN THE ENGS & HELD THE RIGHT WING UP AS LONG AS POSSIBLE BY USING THE AILERONS. AS THE ACFT SLOWED, THE RIGHT WING SETTLED & THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY. GOUGES WERE FND SHORT OF RWY 6, WHERE THE RIGHT MAIN GEAR HAD HIT THE GROUND & SEPD FROM THE ACFT.

Brief of Accident (Continued)

File No. - 2494

10/18/87

NANTUCKET,MA

A/C Reg. No. N6344X

Time (Lcl) - 1815 EDT

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

3. PROPER ALTITUDE - MISJUDGED - PILOT IN COMMAND

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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2488 10/21/87 BEVERLY, MA A/C Reg. No. N9249Y Time (Lcl) - 1030 EDT

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

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

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

Make/Model	- PIPER PA-31-310	Eng Make/Model	- LYCOMING TIO-540-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	LACONIA, NH	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	BEVERLY MUNI
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 16
Lowest Sky/Clouds	- IFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 4637/ 150
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- ASPHALT
Condition of Light	- ADF/NDB	Runway Status
	TRAFFIC PATTERN	- DRY

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total	- 3746
SE LAND, ME LAND	Months Since - 2	Make/Model	- 117
	Aircraft Type - UNK/NR	Instrument	- 374
		Multi-Eng	- 461
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 78

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG AN NDB APCH, THE ACFT "BROKE OUT SLIGHTLY ABOVE MINIMUMS" & THAT HE MANEUVERED TO LAND FROM A CLOSE-IN, BASE LEG. HE STATED THAT DRG A LEFT TURN TO FINAL APCH, THE LEFT ENG BEGAN LOSING POWER. RPRTDLY, THERE WAS A LACK OF RESPONSE TO CONTROL INPUTS AS HE TRIED TO ROLL OUT ON FINAL & ATTEMPTS TO ADD POWER WORSENERED THE SITUATION. SUBSEQUENTLY, THE ACFT CONTACTED THE RWY LEFT WING FIRST & CRASH LANDED. DRG THE SEQUENCE, THE LEFT MAIN GEAR COLLAPSED & THE RIGHT ENG FOLDED UNDER THE RIGHT WING. NO REASON WAS FOUND FOR THE LEFT ENG TO LOSE POWER.

Brief of Accident (Continued)

File No. - 2488

10/21/87

BEVERLY, MA

A/C Reg. No. N9249Y

Time (Lc1) - 1030 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. 1 ENGINE -
 2. UNDETERMINED
-

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

Finding(s)

3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 4. FLARE - 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) 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. - 2548 10/24/87 MANSFIELD, MA A/C Reg. No. N5775S Time (Lcl) - 1245 EDT

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

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

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

Make/Model	- SCHWEIZER SGS-2-33A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- HULL	Number Engines	- N/A	Stall Warning System	- NO	
Max Gross Wt	- 1040	Engine Type	- N/A			
No. of Seats	- 2	Rated Power	- N/A			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	MANSFIELD
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 32
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 3500/ 75
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- ASPHALT
Condition of Light	- DAYLIGHT	Runway Status
	- TRAFFIC PATTERN	- DRY

-----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 - 462
SE LAND	Months Since - 12	Make/Model - 19
GLIDER	Aircraft Type - UNK/NR	Instrument - 74
		Multi-Eng - 3
		Last 24 Hrs - 0
		Last 30 Days - UNK/NR
		Last 90 Days - 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE SCHWEIZER SGS-2-33A WAS IN THE TRAFFIC PATTERN WITH A STUDENT PILOT AND FLIGHT INSTRUCTOR. IN THE RIGHT TURN FROM BASE TO FINAL, THE NOSE DROPPED AND CONTROL WAS LOST. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT, AND REGAINED CONTROL, HOWEVER, INSUFFICIENT ALTITUDE REMAINED TO REACH THE RUNWAY. AN OFF-AIRPORT LANDING IN TREES WAS MADE. THE PILOT REPORTED THE WIND VELOCITY AT 5 KTS WITH GUSTS TO 10 KNOTS. THE CFI REPORTED THE WINDS AS 10 KNOTS.

Brief of Accident (Continued)

File No. - 2548

10/24/87

MANSFIELD,MA

A/C Reg. No. N5775S

Time (Lcl) - 1245 EDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

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. - 2549 10/24/87 PEPPERELL, MA A/C Reg. No. N310DW Time (Lc1) - 1750 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	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	0

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ALBANY, NY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	NASHUA, NH	
Wind Dir/Speed- 250/017 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 56
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model- 56
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT ON A CROSS COUNTRY TRAINING FLIGHT EXPERIENCED FUEL EXHAUSTION AT ABOUT 3500 FEET. THE PILOT STATED THAT WHEN THE ENGINE LOST POWER HE CONTACTED APPROACH CONTROL ON 121.5 BUT DID NOT HAVE SUFFICIENT ALTITUDE TO MAKE IT TO AN AIRPORT. THE AIRCRAFT MADE A FORCED LANDING IN A CORN FIELD. THE ACFT FUEL TANKS HOLD 24.5 GALS OF USEABLE FUEL. THE ACFT BURNS 6 GPH AT 2400 RPM AT 4000 FT. MANY FACTORS CAN ALTER FUEL CONSUMPTION SUCH AS LEANING TECHNIQUE AND CONDITION OF ENGINE. THIS ENG HAD 1372 HOURS FLT TIME. ON THIS FLT THE PLT FLEW 4 PLUS HRS PRIOR TO THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2549

10/24/87

PEPPERELL,MA

A/C Reg. No. N310DW

Time (Lcl) - 1750 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
 5. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2561

11/01/87

CHATHAM, MA

A/C Reg. No. N757PY

Time (Lc1) - 1715 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -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/NO
Stall Warning System - YES

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CHATHAM
Runway Ident - 06
Runway Lth/Wid - 3000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 42

Biennial Flight Review

Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 118	Last 24 Hrs	- UNK/NR
Make/Model-	66	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE DURATION OF THE PLEASURE FLIGHT WAS ABOUT 25 MINUTES AND WAS UNEVENTFUL. THE PILOT MADE THE APPROACH AND ENTERED THE TRAFFIC PATTERN IN THE STANDARD MANNER AND RADIOED UNICOM OF HER INTENTIONS TO LAND. THE PILOT STATED THAT SHE LANDED LONGER THAN USUAL AND BOUNCED THE AIRCRAFT SEVERAL TIMES. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT CAME TO AN ABRUPT STOP.

Brief of Accident (Continued)

File No. - 2561

11/01/87

CHATHAM,MA

A/C Reg. No. N757PY

Time (Lcl) - 1715 EST

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 - ROLL

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2568 11/01/87 MARLBORO, MA A/C Reg. No. N6439D Time (Lcl) - 0945 EST

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

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

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	ISLIP, NY	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	MARLBORO
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 32
Lowest Sky/Clouds	- VFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 1680/ 50
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- ASPHALT
Condition of Light	- TRAFFIC PATTERN	Runway Status
		- DRY

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

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 140
SE LAND	Months Since	Make/Model	- 19
	Aircraft Type	Instrument	- 20
		Last 24 Hrs	- 0
		Last 30 Days	- 0
		Last 90 Days	- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING A LANDING AT MARLBORO AIRPORT. UPON TOUCHDOWN BRAKES WERE APPLIED. ACCORDING TO THE PILOT, THE AIRCRAFT WAS NOT STOPPING BUT INSTEAD WAS SLIDING DOWN THE RUNWAY. THE PILOT TURNED THE NOSEWHEEL TO THE LEFT TO SLOW THE AIRCRAFT BUT COLLIDED WITH A SIGN.

Brief of Accident (Continued)

File No. - 2568

11/01/87

MARLBORO,MA

A/C Reg. No. N6439D

Time (Lcl) - 0945 EST

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

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2569 11/08/87 SHIRLEY,MA A/C Reg. No. N8128A Time (Lc1) - 1245 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STOW,MA
Destination
SHIRLEY,MA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SHIRLEY
Runway Ident - 19
Runway Lth/Wid - 3250/ 55
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 51

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	- 1000	Last 24 Hrs -	2
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	25

Instrument Rating(s) - NONE

-----Narrative-----

DURING FINAL APPROACH TO RUNWAY 19 AT SHIRLEY, MASSACHUSETTS THE AIRCRAFT ROLLED INVERTED. PILOT WAS ABLE TO CORRECT AND BRING THE AIRCRAFT UPRIGHT BUT DID NOT HAVE ENOUGH ALTITUDE TO CLEAR TREES. HE SET THE AIRCRAFT INTO THE TREES AND THE WING FOLDED BACK.

Brief of Accident (Continued)

File No. - 2569

11/08/87

SHIRLEY, MA

A/C Reg. No. N8128A

Time (Lcl) - 1245 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - TREE(S)
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2556 11/14/87 TEWKSBURY, MA A/C Reg. No. N8993L Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- GRUMMAN AA-1B	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	- 1560	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	TEWKSBURY, MA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	TEW-MAC	
Wind Dir/Speed	- 210/008 KTS		Runway Ident	- 21
Visibility	- UNK/NR	ATC/Airspace	Runway Lth/Wid	- 2830/ 26
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	- 13	Last 24 Hrs - UNK/NR
	Months Since	- 13	Last 30 Days- UNK/NR
	Aircraft Type	- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ATTEMPTING A LANDING AT TEWKSBURY, MASSACHUSETTS WHEN HE FLARED ABOVE THE RUNWAY, BOUNCED SEVERAL TIMES AND COLLAPSED THE NOSE WHEEL. THE AIRCRAFT SLID DOWN THE RUNWAY, MADE CONTACT WITH THE RIGHT SIDE OF THE RUNWAY EDGE, SPUN AROUND, THEN FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 2556

11/14/87

TEWKSBURY, MA

A/C Reg. No. N8993L

Time (Lcl) - 1400 EST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2600 11/24/87 BEVERLY, MA A/C Reg. No. N3888Q Time (Lcl) - 0900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL OBSERVATION
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	1	2

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/010 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
BEVERLY, MA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
BEVERLY

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 60

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13609	Last 24 Hrs	- UNK/NR
Make/Model-	2300	Last 30 Days-	UNK/NR
Instrument-	200	Last 90 Days-	300
		Rotorcraft	- 9592

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS ON A NORMAL APPROACH TO BEVERLY AIRPORT AND WAS CLEARED TO CROSS RUNWAY 27 FROM THE SOUTHEAST. THE PILOT ENTERED AN AUTOROTATION BUT REALIZED THAT THE GROUND WAS UNDER CONSTRUCTION AND WAS VERY MUDDY. IN AN ATTEMPT TO SHIFT DIRECTIONS AT THE LAST MINUTE, THE HELICOPTER IMPACTED ON A SOFT MUDDY SLOPE.

Brief of Accident (Continued)

File No. - 2600

11/24/87

BEVERLY,MA

A/C Reg. No. N3888Q

Time (Lcl) - 0900 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

4. MISC ROTORCRAFT, TAIL BOOM - PENETRATED
 5. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - SHEARED
 6. TERRAIN CONDITION - UPHILL
 7. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2546 12/22/87 SANDWICH,MA A/C Reg. No. N5571C Time (Lcl) - 1229 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -AERIAL PHOTO	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 170A	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHATHAM,MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 72	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 3320
SE LAND,SE SEA	Months Since - 34	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-12	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA 170A WAS ON AN AERIAL PHOTOGRAPHY FLT. WITNESSES RPRTD THE ACFT WAS FLYING SLOW AT ABOUT 200 FT AGL WHEN IT BEGAN TO SETTLE. THE WITNESSES THEN HEARD AN INCREASE IN ENG POWER & SAW THE ACFT PITCH UP. SUBSEQUENTLY, IT "FELL OFF ON A WING," CRASHED IN A STEEP DSCNT & BURNED. DUE TO IMPACT & FIRE DAMAGE, INVESTIGATORS COULD NOT DETERMINE IF THE PLT WAS WEARING A SEAT BELT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE 72 YEAR OLD PLT'S LAST MEDICAL CERTIFICATE WAS DATED 6/13/85 & HIS LAST BIENNIAL FLT REVIEW WAS ABOUT 34 MONTHS PRIOR TO THE ACNT. A TOXICOLOGY CHECK REVEALED THE PRESENCE OF DESMETHYLDIAZEPAM, AN ACTIVE METABOLITE OF DIAZEPAM (VALIUM), IN THE AMOUNT OF 0.1 UG/ML. ACCORDING TO THE TOXICOLOGY RPRT, 0.1 TO 2.1 UG/ML OF DIAZEPAM IS A THERAPEUTIC LVL.

Brief of Accident (Continued)

File No. - 2546

12/22/87

SANDWICH, MA

A/C Reg. No. N5571C

Time (Lcl) - 1229 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. PULL-UP - INITIATED - PILOT IN COMMAND
3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. PHYSICAL IMPAIRMENT(DRUGS) - 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) 3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2576 12/24/87 PLYMOUTH,MA A/C Reg. No. N32560 Time (Lcl) - 1430 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	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MARSHFIELD,MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MARTHA'S VINEYA,MA	PLYMOUTH
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 24
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 178
ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- 7
	Aircraft Type - UNK/NR	Instrument- 78
		Multi-Eng - 9
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS TAXIING FROM A SHOP ON THE AIRPORT TO RUNWAY 24 FOR A SOUTH END DEPARTURE. THE PILOT STATED THAT THE LEFT WING OF THE AIRCRAFT MADE CONTACT WITH THE PARKED TRUCK CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2576

12/24/87

PLYMOUTH,MA

A/C Reg. No. N32560

Time (Lcl) - 1430 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 2. OBJECT - VEHICLE
-

----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. - 2594

9/15/87

BALTIMORE,MD

A/C Reg. No. N150TC

Time (Lc1) - 2255 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier - CONGRESSIONAL AIR LTD
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----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
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 3.000 SM
Lowest Sky/Clouds - 9500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
TETERBORO,NJ

Airport Proximity
ON AIRPORT

Airport Data

BALTIMORE-WASHINGTON INTL
Runway Ident - 28
Runway Lth/Wid - 9452/ 200
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - B-58

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3300	Last 24 Hrs -	UNK/NR
Make/Model-	1100	Last 30 Days-	UNK/NR
Instrument-	294	Last 90 Days-	54
Multi-Eng -	1600	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DUEL ALTERNATOR FAILURE OCCURRED ABT 13 MIN AFT DEPT. THE ACFT RETURNED AND LNDD UNEVENTFULLY. HOWEVER, WHILE TAXIING BACK TO THE MAINT HGR THE PLT FAILED TO FOLLOW THE MARKED TAXIWAY AND COLLIDED WITH A DITCH. CONSTRUCTION WAS TAKING PLACE ON THE ARPT AND THE TAXIWAY EDGE WAS MARKED WITH BARRICADES WITH LIGHTS ON TOP. SOME OF THE BARRICADES WERE FOUND KNOCKED DOWN AND SOME OF THE LIGHTS WERE HARD TO SEE IN THE DIRECTION FROM WHICH THE ACFT WAS COMING.

Brief of Accident (Continued)

File No. - 2594

9/15/87

BALTIMORE, MD

A/C Reg. No. N150TC

Time (Lcl) - 2255 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. AIRPORT FACILITIES, TAXIWAY LIGHTING - INADEQUATE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 4. ELECTRICAL SYSTEM, ALTERNATOR - INOPERATIVE
 5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 6. LANDING LIGHT - FAILURE, PARTIAL
 7. LIGHT CONDITION - DARK NIGHT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2427 10/23/87 CHURCHTON, MD A/C Reg. No. N2816M Time (Lcl) - 1345 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 -APPROACH			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

<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- 240/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point QUEEN CITY, PA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN GO AROUND</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>DEEP CREEK</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 2100/ 50</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
--	--	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 63</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 580</p> <p>Make/Model- 25</p> <p>Instrument- 164</p> <p>Multi-Eng - 122</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 10</p>
--	--	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT AFTER SEARCHING UNSUCCESSFULLY FOR A WIND SOCK & GETTING NO REPLY ON UNICOM FREQ, HE MADE AN APCH TO RWY 16. LATER, HE SAW THE WIND SOCK ABOUT HALF WAY DOWN THE RWY NEAR A BUILDING. DRG THE APCH, HE NOTICED HE WAS HIGH & PUT THE ACFT IN A SLIP TO LOSE ALT. SUBSEQUENTLY, HE REALIZED HE WOULD BE UNABLE TO LAND ON THE REMAINING RWY & BEGAN A GO-AROUND. HOWEVER, ABOUT 150 TO 200 FT BEYOND THE DEP END OF THE RWY, THE LEFT WING HIT A TREE, THEN THE ACFT YAWED LEFT & CRASHED IN AN UPRIGHT ATTITUDE. THE PLT RPRTD THE WIND WAS FROM 240 DEG AT 10 KTS.

Brief of Accident (Continued)

File No. - 2427

10/23/87

CHURCHTON,MD

A/C Reg. No. N2816M

Time (Lcl) - 1345 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
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) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2583 12/25/87 KEYMAR, MD A/C Reg. No. N11089 Time (Lcl) - 1338 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CHAMPION 7ECA	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KEYMAR
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1875/ 120
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 5500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1135
SE LAND	Months Since - 15	Make/Model- 250
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES HEARD AND OBSERVED THE AIRCRAFT TAKEOFF, BANK TO THE LEFT, AND NOSE DOWN INTO THE ADJOINING DIRT FIELD WITH NO CHANGE IN ENGINE SOUND. EXAM OF THE WRECKAGE REVEALED THAT AN ELEVATOR CABLE HAD SEPARATED AT A POINT WHERE GROUNDING STRAP WAS FOUND TO BE HANGING LOOSE FROM THE BATTERY BOX. BOTH THE CABLE AND THE STRAP WERE FOUND TO HAVE EVIDENCE OF ARCING AND EACH CONTAINED ELEMENTS ASSOCIATED WITH THE OTHER IN THE AREA WHERE THE ARCING DAMAGE WAS FOUND.

Brief of Accident (Continued)

File No. - 2583

12/25/87

KEYMAR,MD

A/C Reg. No. N11089

Time (Lcl) - 1338 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE,MODIFICATION - IMPROPER - PILOT IN COMMAND
2. ELECTRICAL SYSTEM,ELECTRIC WIRING - ARCING
3. FLT CONTROL SYST, ELEVATOR CONTROL CABLE/ROD - SEPARATION

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. - 2440 7/05/87 SCOODIC LAKE, ME A/C Reg. No. N8955R Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - AERONCA 7EC
Landing Gear - FLOAT
Max Gross Wt - 1450
No. of Seats - 3

Eng Make/Model - CONTINENTAL C-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/009 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
OLD TOWN, ME

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SCOODIC LAKE
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 - 57
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 - 421
Make/Model- 402
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 15
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE FLOAT EQUIPPED ACFT WAS TAKING OFF FROM SCOODIC LAKE. DRG THE INITIAL CLIMB PHASE AFTER TAKEOFF, HE NOTED THE ACFT BEGAN TO LOSE ALTITUDE & WOULD NOT CLEAR TREES ON A RIDGE AHEAD. HE INITIATED A TURN BACK TOWARD THE LAKE; HOWEVER, THE ACFT CONTACTED TREES & SUBSEQUENTLY CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2440

7/05/87

SCOODIC LAKE, ME

A/C Reg. No. N8955R

Time (Lc1) - 1330 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - RISING
3. OBJECT - TREE(S)
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) 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. - 2544 10/14/87 ISLAND FALLS, ME A/C Reg. No. N92440 Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - PIPER J3	Eng Make/Model - CONTINENTAL C90-8F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SHERMAN, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2300
SE LAND, SE SEA	Months Since - 13	Make/Model- UNK/NR
	Aircraft Type - J-3	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PIPER J-3 CUB EXPERIENCED A POWER LOSS WHILE CRUISING AT AN ALTITUDE DESCRIBED BY WITNESSES AS JUST ABOVE THE TREES. THE AIRCRAFT WAS DESTROYED AND THE PILOT WAS FATALLY INJURED. EXAMINATION OF THE ENGINE DISCLOSED THAT THAT FUEL DRAIN VALVE ON THE FUEL GASCOLATOR WAS MISSING. IN ADDITION NO EVIDENCE OF FUEL WAS FOUND ON THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2544

10/14/87

ISLAND FALLS, ME

A/C Reg. No. N92440

Time (Lcl) - 1530 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, DRAIN - MISSING
 2. FLUID, FUEL - LEAK
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
 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. - 2510 5/16/87 SCOTTS, MI A/C Reg. No. N8331M Time (Lcl) - 1719 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
	Fire	Crew	Fatal	Serious	Minor	None
Type of Operation - PERSONAL			1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA A150K	Eng Make/Model - CONTINENTAL O-200-R	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	SCOTT, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT 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 - 49	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 665
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE HAD BEEN CIRCLING A RESIDENCE AT TREE TOP LEVEL WHEN A WITNESS SAW THE NOSE DROP AND THE ACFT DESCEND STEEPLY TOWARD THE TERRAIN. THE AIRPLANE STRUCK A POWER LINE BEFORE GROUND IMPACT.

Brief of Accident (Continued)

File No. - 2510

5/16/87

SCOTTS,MI

A/C Reg. No. N8331M

Time (Lcl) - 1719 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. BUZZING - IMPROPER - PILOT IN COMMAND
 2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 2444 10/23/87 OSHTMO TOWNSHP,MI A/C Reg. No. N554AC Time (Lcl) - 0332 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage									
Name of Carrier	-AIR CONTINENTAL INC.	DESTROYED									
Type of Operation	-SCHEDULED,DOMESTIC,CARGO	Fire	Crew	Fatal	1	Serious	0	Minor	0	None	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0	0	0	0	
Accident Occurred During	-LANDING										

-----Aircraft Information-----

Make/Model	- TED SMITH AEROSTAR 600	Eng Make/Model	- LYCOMING IO-540-K1J5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 290 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	MILWAUKEE,WI			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	CLEVELAND,OH		KALAMAZOO	
Wind Dir/Speed	- 230/005 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- N/A
Obstructions to Vision	- NONE		FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- NIGHT(BRIGHT)				

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 3290	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 2	Make/Model- 101	Last 30 Days- 26
HELICOPTER	Aircraft Type - PA-60	Instrument- 352	Last 90 Days- 173
		Multi-Eng - 868	Rotorcraft - 422

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS AT CRUISE ALTITUDE (9,000 FEET) FOR APPROXIMATELY 20 MINUTES WHEN THE PILOT REPORTED THE LOSS OF RIGHT ENGINE POWER. CHICAGO ARTCC REPORTED THE CLOSEST AIRPORT WAS KALAMAZOO, 28 MILES WEST. THE AIRCRAFT BEGAN TO DESCEND AND AT 0330:53 CHICAGO ARTCC REPORTED N554AC WAS APPROXIMATELY 6 MILES FROM KALAMAZOO AIRPORT. THE PILOT REPORTED "MY RIGHT ENGINE COWLING IS GONE...I DON'T KNOW IF I'M GOING TO MAKE IT." WITNESSES OBSERVED THE AIRCRAFT AT "TREE TOP LEVEL" AND IMPACT IN A HEAVILY WOODED AREA NEAR INTERSTATE 94, 5 MILES FROM THE AIRPORT. INVESTIGATION REVEALED IMPROPER WELD REPAIRS TO THE RIGHT ENGINE CASE AND SEPARATION OF THE NUMBER 2 CYLINDER FROM THE CASE DUE TO FATIGUE CRACKING IN THE THROUGH BOLTS AND STUDS. THE TOP SECTION OF THE ENGINE COWLING SEPARATED DUE TO THE FORCE OF THE CYLINDER SEPARATION.

Brief of Accident (Continued)

File No. - 2444

10/23/87

OSHTMO TOWNSHP, MI

A/C Reg. No. N554AC

Time (Lc1) - 0332 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. 1 ENGINE - FAILURE, TOTAL
2. ENGINE ASSEMBLY, CRANKCASE - CRACKED
3. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
4. ENGINE ASSEMBLY, OTHER - FATIGUE
5. ENGINE ASSEMBLY, CYLINDER - SEPARATION
6. COOLING SYSTEM, COWLING - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. LIGHT CONDITION - BRIGHT NIGHT
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2434 10/31/87 LAPEER,MI

A/C Reg. No. N9583

Time (Lcl) - 1658 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
0	0	0	1	
0	0	0	1	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - ENSTROM F-28A
Landing Gear - SKID
Max Gross Wt - 2150
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 205 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- 090/005 KTS
Visibility - 14.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROME0,MI
Destination
LUPTON,MI

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,ME LAND,SE SEA
HELICOPTER

Age - 40
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - BE-76

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 714
Last 24 Hrs - 1
Make/Model- 592
Last 30 Days- UNK/NR
Instrument- 13
Last 90 Days- 32
Multi-Eng - 12
Rotorcraft - 635

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS IN CRUISE FLT WHEN THE RGT SIDE HORIZONTAL STABILIZER ATTACH TUBE FAILED & SEPARATED FROM THE TAIL BOOM, THEN CONTACTED THE TAIL ROTOR. THIS RESULTED IN FAILURE OF THE TAIL ROTOR DRIVE SHAFT FLEX COUPLING AT THE TAIL ROTOR GEAR BOX. IN TURN, THERE WAS A LOSS OF TAIL ROTOR THRUST. THE PLT MADE A SUCCESSFUL AUTOROTATION IN AN OPEN FIELD. AN EXAM OF THE RGT HORIZONTAL STABILIZER ATTACH TUBE REVEALED IT HAD FAILED FROM FATIGUE AT THE RGT INBOARD ATTACH HOLE. THE FATIGUE ORIGINATED AT A SURFACE DEFECT ON THE OUTER DIAMETER OF THE TUBE WHICH WAS CAUSED BY MISALIGNED DRILLING.

Brief of Accident (Continued)

File No. - 2434

10/31/87

LAPEER,MI

A/C Reg. No. N9583

Time (Lc1) - 1658 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. STABILIZER - FATIGUE
 2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. STABILIZER - SEPARATION
 4. ROTOR DRIVE SYSTEM,TAIL ROTOR DRIVE SHAFT COUPLING - OVERLOAD
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION
-

-----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. - 2597 11/19/87 ST CLAIR SHORES, MI A/C Reg. No. N10AS Time (Lcl) - 1725 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH TC-45J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 11500
No. of Seats - 2

Eng Make/Model - GARRETT TPE-331-1-101
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 575 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 - 240/018 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
NEWARK, NJ
Destination
DETROIT, MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	3080
Make/Model	80
Instrument	UNK/NR
Multi-Eng	2990
Last 24 Hrs	11
Last 30 Days	UNK/NR
Last 90 Days	80
Rotorcraft	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ENROUTE TO HOME BASE AFTER DELIVERY OF REVENUE CARGO, THE PILOT EXPERIENCED A TOTAL LOSS OF ENGINE POWER IN BOTH ENGINES DUE TO FUEL EXHAUSTION. THE PILOT PERFORMED EMERGENCY PROCEDURES AND SET THE AIRCRAFT UP FOR A FORCED LANDING IN A GRASSY FIELD ON THE EDGE OF A LAKE. THE AIRCRAFT INITIALLY IMPACTED A TREE AND THE ROCKY BERM OF THE SHORELINE. THE CONTACT WITH THE BERM CAUSED THE LANDING GEAR TO BREAK OFF, THE AIRCRAFT SWERVED AROUND AND SKIDDED BACKWARDS BEFORE COMING TO A REST ABOUT 150 FEET FROM THE LAKESHORE. POST ACC INVEST REVEALED LESS THAN 2 GALLONS OF FUEL IN EACH WING TANK.

Brief of Accident (Continued)

File No. - 2597

11/19/87

ST CLAIR SHORES, MI

A/C Reg. No. N10AS

Time (Lcl) - 1725 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT
3. INATTENTIVE - PILOT IN COMMAND
4. PLANNING-DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. OBJECT - TREE(S)
6. TERRAIN CONDITION - BERM
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. LANDING GEAR - COLLAPSED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2476 7/05/87 DULUTH, MN A/C Reg. No. N56808 Time (Lcl) - 0940 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

1

2

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 045/015 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 5500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DULUTH, MN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DULUTH/SKY HARBOR

Runway Ident - 14

Runway Lth/Wid - 3051/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - GO AROUND

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 80 Last 24 Hrs - 1

Make/Model- 7 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

RPRTDLY, THE WINDS WERE PREVAILING FROM THE NORTHEAST & WERE VARIABLE & GUSTY. THE PLT ENTERED THE TRAFFIC PATTERN TO LAND ON RWY 14, BUT ABORTED HIS 1ST ATTEMPT. DURING THE 2ND APCH, HE USED A NOTCH OF FLAPS & CORRECTED FOR THE X-WIND BY SLIPPING THE ACFT INTO THE WIND. HE STATED THE ACFT TOUCHED DOWN WITH THE MAIN GEAR ALIGNED WITH THE RWY CENTERLINE. HOWEVER, DURING THE LANDING, THE ACFT VEERED TO THE RIGHT. THE PLT APPLIED POWER TO GO AROUND AGAIN, BUT THE ACFT WAS AIRBORNE ONLY BRIEFLY. IT THEN TOUCHED DOWN IN SANDY TERRAIN & NOSED OVER.

Brief of Accident (Continued)

File No. - 2476

7/05/87

DULUTH,MN

A/C Reg. No. N56808

Time (Lcl) - 0940 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ABORTED

Finding(s)

6. GO-AROUND - INITIATED -
7. 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) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2458 7/28/87 MORRIS, MN A/C Reg. No. N99AW Time (Lcl) - 1910 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-FERRY	Fire		1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		1	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- TAYLORCRAFT BC12-D	Eng Make/Model	- CONTINENTAL C-85-12F	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	MORRIS, MN	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	FARGO, ND	MORRIS MUNI
Wind Dir/Speed	- 090/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 10000 FT	Type of Clearance	- 3400/ 75
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 354	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 1	Make/Model - 14	Last 30 Days - 14
	Aircraft Type - C-210	Instrument - 10	Last 90 Days - 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FERRYING THE ACFT FROM OHIO TO ALASKA. WHILE EN ROUTE, HE STOPPED & REFUELED AT MORRIS, MN. AFTER HE TOOK OFF, THE PLANE CRASHED IN AN OPEN FIELD ABOUT 1/2 MI FROM THE ARPT. NO KNOWN WITNESSES SAW THE ACFT, BUT A PASSERBY FOUND THE ACFT ON ITS NOSE ABOUT 20 MIN LATER. AN INVESTIGATION REVEALED THE PLANE HAD IMPACTED IN A STEEP DESCENT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT, BUT THE ACFT WAS ESTIMATED TO BE ABOUT 80 LBS OVER ITS MAX WT LIMIT. THE DENSITY ALT WAS APRX 3000'.

Brief of Accident (Continued)

File No. - 2458

7/28/87

MORRIS, MN

A/C Reg. No. N99AW

Time (Lcl) - 1910 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2422 11/13/87 MCGRATH,MN A/C Reg. No. N77PL Time (Lcl) - 1010 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320-B2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MOOSE LAKE,MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BATTLE LAKE,MN	
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR THIN OVC	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - BROKEN	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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 100
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 70
		Last 30 Days- 10
		Instrument- 0
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SOLO CROSS-COUNTRY FLIGHT, THE AIRCRAFT SUSTAINED A POWER LOSS DUE TO FAILURE OF THE #3 CONNECTING ROD. SUBSEQUENTLY, THE STUDENT PILOT MADE AN EMERGENCY LANDING IN A SWAMP AND THE AIRCRAFT WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2422

11/13/87

MCGRATH,MN

A/C Reg. No. N77PL

Time (Lc1) - 1010 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. 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

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
 3. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2484 11/19/87 BELLE PLAINE, MN A/C Reg. No. N2716Z Time (Lcl) - 1030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - BELLANCA 7GCAA	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 150 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point MINNEAPOLIS, MN	Airport Data
Method - N/A	Destination LOCAL	BELLE PLAINE
Completeness - N/A	ATC/Airspace	Runway Ident - 36
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 125
Wind Dir/Speed- 290/010 KTS	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Visibility - 15.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Sky/Clouds - 25000 FT SCATTERED	SIMULATED FORCED LANDING	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 721
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 130
		Instrument- 77
		Multi-Eng - 44
		Last 30 Days- UNK/NR
		Last 90 Days- 107

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE ACFT WAS IN THE TRAFFIC PATTERN, THE INSTRUCTOR (CFI) INITIATED A SIMULATED FORCED LANDING. JUST BEFORE TOUCHDOWN ON FINAL APCH, THE STUDENT (A RATED PVT PLT) ALLOWED THE ACFT TO DRIFT TO THE RIGHT. THE CFI ATTEMPTED A GO-AROUND, BUT WAS DELAYED IN REGAINING CONTROL OF THE ACFT. HE SAID THE STUDENT WAS FIGHTING HIS CONTROL INPUTS, ALTHOUGH HE (THE CFI) HAD PROVIDED INSTRUCTIONS TO "GET OFF THE CONTROLS." WHEN THE CFI BANKED THE ACFT TO THE RIGHT TO AVOID A RWY MARKER, THE RIGHT WING CONTACTED THE GROUND & THE ACFT PIVOTED TO THE RIGHT & WAS DAMAGED. THE STUDENT SAID HE DID NOT HEAR THE INSTRUCTION TO RELEASE CONTROLS.

Brief of Accident (Continued)

File No. - 2484

11/19/87

BELLE PLAINE, MN

A/C Reg. No. N2716Z

Time (Lcl) - 1030 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
 3. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. INSTRUCTIONS, WRITTEN/VERBAL - NOT UNDERSTOOD - DUAL STUDENT
 5. GO-AROUND - DELAYED -
-

-----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. - 2474 12/05/87 CARLTON, MN A/C Reg. No. N2957C Time (Lcl) - 1218 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -SKY-DIVING	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAXI			0	0	0	4

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL D-470-J	ELT Installed/Activated - YES/NO
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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CARLTON
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2582/ 300
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 9400
SE LAND	Months Since - 14	Make/Model- 350
	Aircraft Type - UNK/NR	Instrument- 43
		Multi-Eng - 75
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT THE LEFT MAIN GEAR COLLAPSED AS HE STARTED TO TAXI FROM THE RAMP AREA ON A SMOOTH GRASS SURFACE. WHEN THE GEAR COLLAPSED, THE LEFT WING DROPPED TO THE GROUND & WAS SUBSTANTIALLY DMGD. THE PLT RPRTD THE LEFT GEAR LEG HAD BROKEN OFF 2 INCHES "INSIDE THE BULKHEAD." AN EXAM OF THE BROKEN PART REVEALED IT HAD FAILED FROM FATIGUE.

Brief of Accident (Continued)

File No. - 2474

12/05/87

CARLTON, MN

A/C Reg. No. N2957C

Time (Lc1) - 1218 CST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, MAIN GEAR SPRING - FATIGUE
-

----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. - 2418 10/14/87 COLUMBIA, MO

A/C Reg. No. N4889E

Time (Lcl) - 1115 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - CHAMPION AERONCA 7GC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 140 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- 180/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT THIN OVC

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

E.W. COTTON WOODS MEM

Runway Ident - 18

Runway Lth/Wid - 2400/ 37

Runway Surface - ASPHALT

Runway Status - DRY

ROUGH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STOP AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP

SE LAND, ME LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - SA-227

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2980

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - 1130

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED THE PILOT HAD PLANNED TO PRACTICE "TAILDRAGGER" TAKEOFFS AND LANDINGS. THEY REPORTED THE AIRCRAFT OPERATED ROUTINELY FROM ENGINE START THROUGH THE FINAL APPROACH SEGMENT OF A VFR TRAFFIC PATTERN. WHILE STABILIZED AT ABOUT 400 FT AGL ON FINAL APPROACH, THE AIRCRAFT SUDDENLY PLUMMETED NOSE FIRST AND IMPACTED THE GROUND IN A STEEP DESCENT. FIRE ERUPTED ON IMPACT. THE PASSENGER WAS PULLED FROM THE BURNING AIRCRAFT, BUT HE DIED LATER. AN EXAM OF THE WRECKAGE REVEALED THE "UP" ELEVATOR CONTROL CABLE HAD MELTED & HAD COME APART IN THE AREA OF A GUIDE PULLEY. THE GUIDE PULLEY HAD SIGNS OF ELECTRICAL ARCING. ALSO, THE AIRCRAFT'S POSITIVE BATTERY CABLE WAS STUCK TO THE "UP" ELEVATOR GUIDE PULLEY.

Brief of Accident (Continued)

File No. - 2418

10/14/87

COLUMBIA,MO

A/C Reg. No. N4889E

Time (Lc1) - 1115 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ELECTRICAL SYSTEM,BATTERY - SHORTED
 2. MAINTENANCE - IMPROPER -
 3. FLT CONTROL SYST, ELEVATOR CONTROL CABLE/ROD - MELTED
 4. FLT CONTROL SYST,ELEVATOR CONTROL - DISCONNECTED
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2541 12/14/87 JOPLIN, MO A/C Reg. No. N331PX Time (Lcl) - 1358 CST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage		Injuries			
Name of Carrier	-EXPRESS AIRLINES, INC.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	1	5	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BRITISH AEROSPACE BAE-3101	Eng Make/Model	- GARRETT TPE-331-10	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 15000	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 900 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NWS	Last Departure Point	ON AIRPORT	
Method	- IN PERSON	MEMPHIS, TN		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC	JOPLIN MUNICIPAL	
Wind Dir/Speed	- 070/012 KTS		Runway Ident	- 13
Visibility	- 8.0 SM	ATC/Airspace	Runway Lth/Wid	- 6503/ 150
Lowest Sky/Clouds	- PART OBS	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 1200 FT OVERCAST	Type of Clearance	Runway Status	- SNOW - COMPACTED
Obstructions to Vision	- BLOWING SNOW	Type Apch/Lndg		ROUGH
Precipitation	- SNOW			
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)	
ATP	Current - YES	Total - 4864	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 3	Make/Model - 414	Last 30 Days - 82
	Aircraft Type - BA-3101	Instrument - 331	Last 90 Days - 253
		Multi-Eng - 4640	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPT STATED THAT HE HAD PLANNED THE APPROACH AT A HIGHER-THAN-NORMAL AIRSPEED AND ALTITUDE DUE TO A REPORTED LOW LEVEL WINDSHEAR. AT 400 FEET AGL THE ACFT ENTERED A LIGHT DOWNDRAFT BUT THE CREW CORRECTED THE DESCENT PROFILE WITH POWER. AT 200 FEET AGL THE ACFT SUDDENLY, ACCORDING TO THE CAPT, PITCHED DOWN BEFORE IMPACTING THE RUNWAY. WITNESSES STATED THAT THE ACFT PITCHED DOWN ON SHORT FINAL, LEVELED OFF, THEN SLAMMED ONTO THE RUNWAY ON ALL WHEELS. IT THEN BOUNCED, PITCHED DOWN AGAIN AND IMPACTED THE RUNWAY NOSE-FIRST. A SUBSEQUENT INSPECTION, OPERATIONAL TEST, AND TEARDOWN OF THE AIRPLANE'S STALL PROTECTION SYSTEM FOUND IT TO BE FUNCTIONING SATISFACTORILY. THE TWO POWERPLANTS ALSO TESTED WITHIN NORMAL PARAMETERS.

Brief of Accident (Continued)

File No. - 2541

12/14/87

JOPLIN, MO

A/C Reg. No. N331PX

Time (Lcl) - 1358 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)
 1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN
 3. FLARE - IMPROPER - PILOT IN COMMAND
 4. WEATHER CONDITION - WINDSHEAR
 5. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL
 7. TERRAIN CONDITION - BERM

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2527 12/06/87 SPRINGFIELD,NE A/C Reg. No. N46TD Time (Lcl) - 1245 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather

Wind Dir/Speed- 050/004 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KANSAS CITY,MO
Destination
FREMONT,NE

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,ME LAND,SE SEA
GLIDER

Age - 58

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7700	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 95
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES ON THE GROUND, THE AIRCRAFT WAS FLYING LOW, UNDER THE OVERCAST, WHEN THE LEFT WING STRUCK THE GUY WIRES OF A TV TOWER AND THE PLANE CRASHED OUT OF CONTROL. IT WAS DESTROYED BY IMPACT FORCES AND A POST-CRASH FIRE. WEATHER STATIONS IN THE AREA WERE REPORTING LOW IFR CONDITIONS WITH SKIES OBSCURED AND A LIGHT DRIZZLE AND FOG. THERE IS NO RECORD OF THE INSTRUMENT-RATED PILOT HAVING REQUESTED AN IFR CLEARANCE. A COMPLETE TEARDOWN AND INSPECTION WAS CONDUCTED ON THE ACCIDENT ENGINE. NO EVIDENCE COULD BE FOUND TO SUGGEST A PREEXISTING DISCREPANCY THAT WOULD HAVE CAUSED A POWERPLANT FAILURE.

Brief of Accident (Continued)

File No. - 2527

12/06/87

SPRINGFIELD, NE

A/C Reg. No. N46TD

Time (Lcl) - 1245 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - OBSCURATION
4. WEATHER CONDITION - DRIZZLE
5. WEATHER CONDITION - FOG
6. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

7. OBJECT - GUY WIRE
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,8

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. - 2414 12/22/87 CHADRON,NE A/C Reg. No. N105GP Time (Lc1) - 2057 MST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage								
Name of Carrier	-G.P. EXPRESS	DESTROYED		Fatal	0	Serious	0	Minor	0	None
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire		Crew	2					
Flight Conducted Under	-14 CFR 135	ON GROUND		Pass	0		1		0	0
Accident Occurred During	-APPROACH									

-----Aircraft Information-----

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TSIO-520-VB	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6850	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 325 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	- OFF AIRPORT/STRIP
Method - TELEPHONE	ALLIANCE,NE	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CHADRON,NE	
Wind Dir/Speed- 020/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ADF/NDB	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 6865
SE LAND,ME LAND	Months Since - 2	Make/Model- 169
	Aircraft Type - C-402C	Instrument- 344
		Multi-Eng - 1612
		Last 24 Hrs - UNK/NR
		Last 30 Days- 66
		Last 90 Days- 207

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A FLT TO CHADRON VIA CHADRON VOR. ABT 30 MI SSE OF THE VOR, THE PLT REQD & WAS CLRD TO FLY DRCT TO ACKME IAF FOR AN NDB RWY 2 APCH. THE ACFT CONTD TWD THE VOR WHICH WAS IN THE SAME GENERAL DRCTN, BUT 11.9 MI SOUTH OF ACKME. THE NDB WAS AT THE ARPT. ACKME IAF WAS 9 MI SW OF THE ARPT ON A BRG OF 227 DEG & DEFINED BY AN INTXN WITH THE 356 DEG RADIAL OF THE VOR. ABT 3 TO 4 MI SE OF THE VOR, RADAR SVC WAS TRMTD & FREQ CHG WAS MADE. SUBSEQUENTLY, THE ACFT STRUCK TREES ON A RIDGE & CRASHED. INITIAL IMPACT OCCURRED IN WINGS LVL FLT AT APRX 4480' ON A DRCT ROUTE BTN THE VOR & ACKME IAF. AN INV REVEALED THAT AFTER THE FREQ CHG, THE ACFT CONTD TO THE VOR, THEN MNVRD AS IF THE PLT WAS FLYING THE NDB APCH, BUT WAS USING THE VOR AS THE IAF. RADAR DATA SHOWED CTC WAS LOST AFTER A PROCEDURE TURN WAS MADE & THE ACFT WAS OUTBND ABT 6 MI NE OF THE VOR. THE CRASH SITE, HOWEVER, WAS ABT 3 MI WSW OF WHERE RADAR CTC WAS LAST RECORDED. THE WX AT CHADRON WAS IN PART: 500' OVC, 1.5 MI VIS WITH LGT SNW & FOG. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2414

12/22/87

CHADRON, NE

A/C Reg. No. N105GP

Time (Lc1) - 2057 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - SNOW
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. PLANNED APPROACH - DISCONTINUED -
7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. TERRAIN CONDITION - HIGH TERRAIN
9. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2409

9/13/87

BROOKLINE, NH

A/C Reg. No. N51085

Time (Lcl) - 2025 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

DESTROYED
Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL D-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- LIGHT AND VARIABLE
Visibility - 15.0 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 - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
BROOKLINE

Runway Ident - 19
Runway Lth/Wid - 2000/ 50
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53

Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	991
Make/Model-	426
Instrument-	76
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN APPROACH TO LAND AT NIGHT, THE PILOT SAW DEER ON THE RUNWAY THAT WERE FACING HIS DIRECTION AND MOVING TO THE RIGHT. HE DIDN'T SEE THE DEER UNTIL HE HAD REACHED A POINT WHERE A GO-AROUND WOULD BE UNSAFE FOR THIS RUNWAY. IN AN EFFORT TO AVOID THE DEER, HE SLIPPED THE ACFT TO THE LEFT. ALTHOUGH HE HAD BEEN USING THE VASI LIGHTS & WAS AWARE OF THEIR POSITION, THE ACFT'S LEFT MAIN GEAR & WING STRUT HIT THE VASI LIGHT STRUCTURE & CARRIED IT INTO A AUTO WHICH WAS PARKED JUST BEYOND. THE ACFT THEN CONTINUED ANOTHER 50 FT AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2409

9/13/87

BROOKLINE,NH

A/C Reg. No. N51085

Time (Lc1) - 2025 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. OBJECT - ANIMAL(S)
3. MANEUVER - INTENTIONAL - PILOT IN COMMAND
4. OBJECT - APPROACH LIGHT/NAVAID
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
6. OBJECT - VEHICLE

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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. - 2545 10/11/87 CONCORD,NH A/C Reg. No. N17985 Time (Lcl) - 1051 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BEECH F-33A	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - UNK/NR
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	CONCORD,NH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	BEDFORD,MA	CONCORD MUNICIPAL
Wind Dir/Speed- 030/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 400 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 900 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
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)
PRIVATE	Current - YES	Total - 665
SE LAND	Months Since - 0	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 83
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OBTAINED A TELEPHONE WX BRIEFING THEN FILED AN IFR FLT PLAN FOR A 1030 EDT DEPARTURE FM CONCORD MUNICIPAL AIRPORT. THE PLT RPTD OFF CONCORD AT 800 FT AND CLIMBING AT 1047. MANCHESTER DEPARTURE CONTROL ACKNOWLEDGED, ASSIGNED A TRANSPONDER CODE, AND OBSERVED AN INDICATED ALTITUDE OF 1900 FT AT 1050 EDT. THE PLT DID NOT RESPOND TO MANCHESTER. THE ACFT CRASHED IN A SCHOOL YARD IN A STEEP DESCENT. WITNESSES GAVE CONFLICTING STATEMENTS REGARDING ENG NOISE. ONE WITNESS SAID IT SOUNDED LIKE THE ENGINE WENT TO FULL THROTTLE BEFORE IMPACT. PROP SLASH MARKS WERE OBSERVED AT THE IMPACT PT. THE ENG TEARDOWN REVEALED NO EVIDENCE OF MALFUNCTION.

Brief of Accident (Continued)

File No. - 2545

10/11/87

CONCORD, NH

A/C Reg. No. N17985

Time (Lcl) - 1051 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - RAIN
 4. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
 5. VISUAL/AURAL DETECTION - PILOT IN COMMAND
 6. SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2489 10/25/87 LACONIA, NH A/C Reg. No. N51699 Time (Lcl) - 1625 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - LANDING			0	0	0	2

-----Aircraft Information-----

Make/Model - ENSTROM F-28C	Eng Make/Model - LYCOMING HIO-360-E1AD	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 205 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	LACONIA
Wind Dir/Speed- 290/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 666
SE LAND	Months Since - 11	Make/Model- 435
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 6
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 232
		Rotorcraft - 450

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE WAS DEMONSTRATING A FULL TOUCHDOWN AUTOROTATION IN WINDS THAT WERE FROM 290 DEG AT 15 GUSTING 20 KTS. HE STATED THE TOUCHDOWN WAS SOFT WITH A LOT OF PITCH PULLED IN; HOWEVER, AS HE LOWERED THE COLLECTIVE AFTER TOUCHDOWN, THE RETREATING BLADE FLEXED DOWNWARD & SEVERED THE AFT PORTION OF THE TAIL BOOM & THE TAIL ROTOR DRIVE SHAFT. THE PLT BELIEVED HE HAD LOWERED THE COLLECTIVE TOO FAST AFTER TOUCHDOWN, WHICH WOULD HAVE ALLOWED THE BLADES TO FLAP DOWNWARD. ALSO, HE BELIEVED THE HIGH WIND & REDUCED RPM FROM THE AUTOROTATION WOULD HAVE ATTRIBUTED TO EXCESSIVE FLAPPING OF THE RETREATING ROTOR BLADES.

Brief of Accident (Continued)

File No. - 2489

10/25/87

LACONIA, NH

A/C Reg. No. N51699

Time (Lcl) - 1625 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
 3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
 4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 5. WEATHER CONDITION - UNFAVORABLE WIND
 6. COLLECTIVE - 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) 1,6

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2580 12/31/87 CONCORD, NH A/C Reg. No. N5383R Time (Lcl) - 1150 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
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 - 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- 180/010 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MANCHESTER, NH</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data CONCORD</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 6004/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	--	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 35</p> <p>Biennial Flight Review Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 20 Last 24 Hrs - 0</p> <p>Make/Model- 20 Last 30 Days- UNK/NR</p> <p>Instrument- 0 Last 90 Days- UNK/NR</p>
---	--	--

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS LANDING AT CONCORD MUNICIPAL AIRPORT, AND DURING LANDING ROLL, THE AIRCRAFT VEERED TO THE LEFT LEAVING THE RUNWAY SURFACE AND NOSED OVER IN THE FIELD BETWEEN THE TAXIWAY AND RUNWAY 35.

Brief of Accident (Continued)

File No. - 2580

12/31/87

CONCORD,NH

A/C Reg. No. N5383R

Time (Lcl) - 1150 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2407

7/11/87

BARGAINTOWN,NJ

A/C Reg. No. N9085L

Time (Lc1) - 1255 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 -BANNER TOW

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CHAMPION 7GCAA

Eng Make/Model - LYCOMING O-320-A2B

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 - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 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

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

NOIDHEIM

Runway Ident - 31

Runway Lth/Wid - 1700/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 38

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 875

Make/Model- 75

Instrument- 115

Multi-Eng - 106

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 73

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT DURING CLIMB OUT AND LEVEL OFF AFTER A BANNER PICKUP, THE ENGINE WOULD NOT PRODUCE SUFFICIENT POWER TO SUSTAIN FLIGHT. AFTER CHECKING THE CARBURETOR HEAT AND MIXTURE, HE RELEASED THE TOW ROPES AND ESTABLISHED A GLIDE. SUBSEQUENTLY, THE AIRCRAFT SETTLED INTO TREES ABOUT 200 FEET BEYOND THE RUNWAY AND WAS DAMAGED. NO REASON WAS FOUND FOR LOSS OF POWER.

Brief of Accident (Continued)

File No. - 2407

7/11/87

BARGAIN TOWN, NJ

A/C Reg. No. N9085L

Time (Lc1) - 1255 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2599 10/31/87 BLAIRSTOWN, NJ A/C Reg. No. N2669H Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- SCHWEIZER 2-33	Eng Make/Model	- N/A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- HULL	Number Engines	- N/A	Stall Warning System	- NO	
Max Gross Wt	- 1040	Engine Type	- N/A			
No. of Seats	- 2	Rated Power	- N/A			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	BLAIRSTOWN
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 04
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 2500/ 100
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- UNK/NR
Condition of Light	- DAYLIGHT	Runway Status
		- UNK/NR

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	- N/A	Total
	Months Since	- N/A	- 105
GLIDER	Aircraft Type	- N/A	Make/Model
			- 105
			Instrument
			- 0
			Last 24 Hrs
			- UNK/NR
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AS THE GLIDER WAS BEING TOWED IT LIFTED TOO HIGH ABOVE THE TOW PLANE. AT AN ALTITUDE OF ABOUT 55 TO 65 FEET IT WAS DISCONNECTED. HOWEVER THE GLIDER WAS TILTING SLIGHTLY TO THE RIGHT AND AS THE PILOT ATTEMPTED TO CORRECT, IT STALLED AND CRASHED.

Brief of Accident (Continued)

File No. - 2599

10/31/87

BLAIRSTOWN,NJ

A/C Reg. No. N2669H

Time (Lcl) - 1600 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - 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. - 2554 11/07/87 GROUCESTER TWSP,NJ A/C Reg. No. N6385M Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

Injuries				
Fatal	Serious	Minor	None	
0	0	0	1	
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
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 - 270/027 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
BELMAR,NJ
Destination
CROSS KEYS,NJ

Airport Proximity
ON AIRSTRIP

Airport Data

WATSON'S AIRSTRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 2600 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - SOFT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP
PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 18
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 44 Last 24 Hrs - 0
Make/Model- 3 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A CROSS COUNTRY TRAINING FLIGHT. HE STATED THAT THE VOR WAS INOPERATIVE BUT HE RECOGNIZED THE VOR BY A ROAD THAT PASSED NEAR IT. THE PILOT BECAME DISORIENTED AND WAS NOT ABLE TO LOCATE A CHECKPOINT. HE DESCENDED TO 1500 FEET, SPOTTED A FIELD AND DECIDED TO LAND. HOWEVER ON LANDING HE CAME IN TOO FAST AND THE AIRCRAFT RAN OFF THE END OF THE RUNWAY AND COLLIDED WITH A TELEPHONE POLE AND A TREE.

Brief of Accident (Continued)

File No. - 2554

11/07/87

GROUCESTER TWSP,NJ

A/C Reg. No. N6385M

Time (Lc1) - 1600 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

4. PLANNED APPROACH - POOR - PILOT IN COMMAND
5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
7. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

8. OBJECT - TREE(S)
9. OBJECT - UTILITY POLE

-----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) 1,2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2513 11/30/87 MORRISTOWN,NJ A/C Reg. No. N4533Q Time (Lcl) - 1759 EST

-----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 -TAKEOFF						

-----Aircraft Information-----

Make/Model - GULFSTREAM-AMERICAN AA-5B	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - 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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MORRISTOWN
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - UNK/NR	Total - 15900
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER ,FREE BALLOON	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
GLIDER		Rotorcraft - UNK/NR
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE GULFSTREAM-AMERICAN AA5B WAS MAKING A TAKEOFF WITH A FLIGHT INSTRUCTOR AND STUDENT PILOT ON BOARD. AT 65 KNOTS DURING THE TAKEOFF, A DEER WAS STRUCK ON THE RUNWAY AND KILLED. THE TAKEOFF WAS ABORTED ON THE RUNWAY. THE STUDENT PILOT AND FLIGHT INSTRUCTOR WERE NOT INJURED AND THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE. THE PLTS DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 2513

11/30/87

MORRISTOWN,NJ

A/C Reg. No. N4533Q

Time (Lcl) - 1759 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - ANIMAL(S)
2. LIGHT CONDITION - DUSK

----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. - 2402 12/05/87 DEPTFORD,NJ A/C Reg. No. N319AU Time (Lcl) - 0955 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -USAIR	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0
Accident Occurred During -CLIMB					62

-----Aircraft Information-----

Make/Model - BOEING 737-2B7	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 - 120	Rated Power - 15500 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BOSTON,MA	PHILADELPHIA INTL
Wind Dir/Speed- 320/015 KTS	ATC/Airspace	Runway Ident - 27L
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10499/ 200
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 12000
SE LAND,ME LAND	Months Since - 0	Make/Model- 956
	Aircraft Type - 737-300	Instrument- 1454
		Multi-Eng - 9130
		Last 24 Hrs - 8
		Last 30 Days- 70
		Last 90 Days- 200
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG TKOF, AS USAIR FLT 224 WAS CLBG THRU 4000', THE ACFT YAWED/ROLLED RGT. SIMULTANEOUSLY, THE CREW NOTICED THE #2 THROTTLE SLAM/LOCK TO THE IDLE PSN & A CONTINUOUS AIRFRAME BUFFET BEGAN. SOON THEREAFTER, THE #2 ENG SEPD FM THE ACFT & THE BUFFET STOPPED. THE ENG IMPACTED IN AN OPEN FLD, 6 MI FM THE ARPT. JUST BFR IT SEPD, A PAX SAW THE AFT END OF THE #2 ENG MOMENTARILY DROOP ABOUT 30 DEG. AFTER ENG SEPN, THE "B" HYD SYS LOST PRES & THE TE FLAPS WOULD ONLY EXTND 10 DEG. THE ACFT WAS LNDD SAFELY AFTER AN EMERG GEAR EXTN & DIFFERENTIAL BRAKING WAS USED FOR STEERING. AN EXAM REVEALED THE AFT MOUNT CONE BOLT FOR THE #2 ENG HAD FAILED FM FATIGUE THRU THE THREAD RELIEF UNDERCUT RADIUS. FATIGUE CRACKS HAD INITIATED ON DIAMETRICALLY OPPOSITE SIDES OF THE RADIUS. SUBSEQUENTLY, THE FWD MOUNT CONE BOLTS & SECONDARY SUPPORT CABLE FAILED FROM OVERLOAD.

Brief of Accident (Continued)

File No. - 2402

12/05/87

DEPTFORD,NJ

A/C Reg. No. N319AU

Time (Lcl) - 0955 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE INSTALLATION,MOUNTING BOLT - FATIGUE
-

Occurrence #2 ENGINE TEARAWAY
Phase of Operation CLIMB - TO CRUISE

Occurrence #3 MISCELLANEOUS/OTHER
Phase of Operation LANDING

Finding(s)

2. PRECAUTIONARY LANDING
 3. HYDRAULIC SYSTEM - INOPERATIVE
 4. FLIGHT CONTROL,FLAP - FAILURE,PARTIAL
 5. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
 6. LANDING GEAR,STEERING SYSTEM - INOPERATIVE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Brief of Accident

File No. - 2579 12/19/87 HAMMONTON, NJ A/C Reg. No. N3041Y Time (Lcl) - 1030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage								
	DESTROYED	Fatal	0	Serious	0	Minor	0	None	1
Type of Operation - PERSONAL	Fire	Crew	0	0	0	0	0	0	0
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	0	0	0	0	0	0
Accident Occurred During - STANDING									

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470R	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MILLVILLE, NJ	HAMMONTON MUNICIPAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1389
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 266
		Instrument- 75
		Multi-Eng - 26
		Last 30 Days- 0
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD TAXIED TO THE RUNUP AREA AND DURING THIS PROCESS OF ENGINE RUNUP, THE PILOT STATED THAT THE ENGINE WAS RUNNING ROUGH ON ONE MAGNETO BUT SMOOTH ON THE OTHER. THE CARBURETOR MIXTURE WAS LEANED BUT THE ENGINE QUIT. WHEN AN ATTEMPT TO RESTART WAS MADE FIRE ERUPTED AND THE ACFT WAS CONSUMED BY FIRE. THE PASSENGER STATED THAT THE PLT ATTEMPTED TO RESTART 4 OR 5 TIMES. THE ACFT ENG AND CARBURETOR HAD 2400 HRS WITHOUT OVERHAUL. THIS IS BEYOND THE RECOMMENDED TIME FOR THE CARBURETOR. AVIONICS AND SAFETY INSPECTORS HAD THE OPINION THAT EXCESS FUEL PUDDLING AND BACKFIRE HAD OCCURRED DURING THE RESTART. THE CARBURETOR HAD BEEN TOO BADLY BURNED TO BE FLOW TESTED. THERE WAS NO FIRE EXTINGUISHER ON BOARD THE ACFT.

Brief of Accident (Continued)

File No. - 2579

12/19/87

HAMMONTON, NJ

A/C Reg. No. N3041Y

Time (Lcl) - 1030 EST

Occurrence #1 FIRE
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. FUEL SYSTEM, CARBURETOR - FIRE
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
3. FIRE EXTINGUISHER - NOT INSTALLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No. - 2593 6/03/87 MONTGOMERY, NY

A/C Reg. No. N5527K

Time (Lcl) - 2117 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

	Fatal	Serious	Minor	None
Injuries				
DESTROYED				
Fire				
Crew	1	0	0	0
Pass	1	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

NONE

-----Aircraft Information-----

Make/Model - CESSNA 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-DCE
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 170/005 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WEST MIFFLIN, PA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ORANGE COUNTY
Runway Ident - 21
Runway Lth/Wid - 5000/ 100
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 50
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	3500
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-----

N5527K CRASHED ABOUT 2 MILES SOUTH OF THE ORANGE CNTY AIRPORT SHORTLY AFTER A NIGHT TKOF FM RUNWAY 21. DEPARTURE INSTRUCTIONS FOR THE IFR FLT INCLUDED A RIGHT TURN OF 130 DEGREES, TO 340 DEGREES MAGNETIC TO INTERCEPT V-58 AND CLIMB TO 5000 FT. THE PLT CONTACTED BOSTON ARTCC, APPARENTLY AFTER TKOF. WHEN ASKED IF HE WAS AIRBORNE THE RESPONSE FM THE PLT WAS GARBLED. THERE WERE NO FURTHER RADIO TRANSMISSIONS AND RADAR CONTACT WAS NOT ESTABLISHED. WITNESSES RPTD HEARING A LOW FLYING ACFT BUT DID NOT SEE IT. THEY RPTD MISTY/FOGGY WEATHER CONDITIONS. A PARTIAL OBSCURATION WITH A CEILING OF 1000 FT OVCST, 4 MILES VISIBILITY, FOG AND HAZE WAS RPTD 7 MILES EAST OF THE ACFT SITE. THE ACFT IMPACTED IN A STEEP DESCENT. DESTRUCTION OF THE ACFT PRECLUDED DETAILED SYSTEMS DOCUMENTATION. ENGINE TEARDOWNS DID NOT REVEAL EVIDENCE OF MECHANICAL MALFUNCTION OR FAILURE. TREE LIMBS OVER CRASH SITE WERE BROWN-STAINED AS IF BY FUEL.

Brief of Accident (Continued)

File No. - 2593

6/03/87

MONTGOMERY, NY

A/C Reg. No. N5527K

Time (Lcl) - 2117 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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. - 2504 8/11/87 ISLIP,NY A/C Reg. No. N9425D Time (Lcl) - 1402 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -TAXI		Other	0	0	0	0
			0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ISLIP,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ISLIP
Wind Dir/Speed- 360/010 KTS		Runway Ident - 33L
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 5186/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1653
SE LAND,ME LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 57
		Last 30 Days- UNK/NR
		Instrument- 106
		Last 90 Days- 313
		Multi-Eng - 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING ON AN INSTRUCTIONAL FLIGHT, CESSNA 172, N9425D, EXPERIENCED BRAKE FAILURE DUE TO A BROKEN HYDRAULIC FLUID LINE. N9425D ROLLED INTO ANOTHER CESSNA. BOTH AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2504

8/11/87

ISLIP, NY

A/C Reg. No. N9425D

Time (Lcl) - 1402 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. HYDRAULIC SYSTEM, LINE - FAILURE, TOTAL
 2. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

3. OBJECT - AIRCRAFT MOVING ON GROUND
-

----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. - 2504 8/11/87 ISLIP,NY A/C Reg. No. N4868N Time (Lcl) - 1400 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 -TAXI		Other	0	0	0	1
			0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470U	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ISLIP
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 33L
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5186/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 140
SE LAND,SE SEA	Months Since - 3	Make/Model- 140
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING ON AN INSTRUCTIONAL FLIGHT, CESSNA 172, N9425D, EXPERIENCED BRAKE FAILURE DUE TO A BROKEN HYDRAULIC FLUID LINE. N9425D ROLLED INTO ANOTHER CESSNA. BOTH AIRCRAFT RECEIVED SUSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2504

8/11/87

ISLIP, NY

A/C Reg. No. N4868N

Time (Lcl) - 1400 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. BRAKES(NORMAL) - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2411

8/11/87

BINGHAMTON, NY

A/C Reg. No. N98494

Time (Lcl) - 2005 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - 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 - DUSK

Itinerary

Last Departure Point
BINGHAMTON, NY
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

BROOME COUNTY
Runway Ident - 34
Runway Lth/Wid - 6298/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 33

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 - 23	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-----

WHILE TAKING OFF FROM A TOUCH-&-GO LANDING, THE STUDENT PLT LOST CONTROL OF THE ACFT AT AN ALT OF ABOUT 100 FT. SUBSEQUENTLY, THE ACFT SPUN TO THE LEFT & COLLIDED WITH THE GROUND, LEFT WING FIRST, THEN CARTWHEELED & CAME TO REST IN AN UPRIGHT POSITION. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT.

Brief of Accident (Continued)

File No. - 2411

8/11/87

BINGHAMTON, NY

A/C Reg. No. N98494

Time (Lc1) - 2005 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2475 9/25/87 HAMBURG, NY A/C Reg. No. N400AW Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - RYAN ST-3RR	Eng Make/Model - KINNER R-56	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1885	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GENESEO, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HAMBURG AIRDROME
Wind Dir/Speed- 280/020 KTS	ATC/Airspace	Runway Ident - 19
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 850
ME LAND	Months Since - 2	Make/Model- 20
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, WHEN HE ARRIVED AT THE ARPT, THE WINDS WERE FROM 280 DEG AT 20 GUSTING 25 KTS. HE BELIEVED THAT WITH THE STRONG X-WIND & GUSTS, IT WOULD BE SAFER TO LAND ON SOD BESIDE THE RWY. DURING THE LANDING, THE MAIN GEAR SANK INTO THE SOD & THE ACFT NOSED OVER. THE PLT STATED THE SOD WAS SOFT AFTER A HEAVY RAIN.

Brief of Accident (Continued)

File No. - 2475

9/25/87

HAMBURG, NY

A/C Reg. No. N400AW

Time (Lcl) - 1600 EDT

Occurrence #1 NOSE OVER

Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. TERRAIN CONDITION - SOFT
 4. TERRAIN CONDITION - WET
 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2497 10/06/87 ONEONTA, NY A/C Reg. No. N1677F Time (Lcl) - 1344 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0
Accident Occurred During	-TAKEOFF						1
							3

-----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	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	F&F AIRPARK
Wind Dir/Speed	- 180/015 KTS	ATC/Airspace	Runway Ident
Visibility	- UNK/NR	Type of Flight Plan	- 13
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- 3400/ 125
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1823	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 13	Make/Model - 1700	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 342	Last 90 Days - 111
		Multi-Eng - 35	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE STARTED TO DEPART FROM RWY 13 WITH THE WIND FROM THE SOUTH AT 15 GUSTING 25 KTS. HE STATED THE ACFT WAS NOT CLIMBING AS EXPECTED SO HE ELECTED TO LAND ON THE REMAINING RWY. HE STATED THE WIND GUSTS WERE STRONG FROM THE RIGHT REAR. HE SAID HE THROTTLED BACK SOMEWHAT AFTER LOWERING THE NOSE & PROCEEDED TO GLIDE BACK TO THE SURFACE, BUT THE ACFT DRIFTED TO THE LEFT OF THE RWY. SUBSEQUENTLY, IT STRUCK THE GROUND RIGHT WING 1ST, TURNING THE ACFT TO THE RIGHT. THE RIGHT MAIN GEAR TOUCHED DOWN NEXT, FOLLOWED BY THE LEFT MAIN & NOSE GEAR. THE ACFT THEN SKIDDED ABOUT 20' TO A STOP WITH DAMAGE TO THE WING TIPS, ENG MOUNTS, PROP, FUSELAGE, HORIZONTAL STABILIZER & GEAR.

Brief of Accident (Continued)

File No. - 2497

10/06/87

ONEONTA, NY

A/C Reg. No. N1677F

Time (Lc1) - 1344 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. ABORTED TAKEOFF
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. AIRCRAFT CONTROL - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

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. - 2492 10/13/87 CROGHAN, NY A/C Reg. No. N3497J 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 -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----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- 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
SAME AS ACC/INC
Destination
ALBANY, NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE 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	- 52	Last 24 Hrs	- UNK/NR
Make/Model-	26	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	30

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT & ONE PASSENGER BECAME DISORIENTED WHILE THEY WERE ON A X-COUNTRY PLEASURE FLT. THE PLT WAS UNABLE TO CONTACT ANY COMMUNICATION CENTER, SO SHE LANDED IN A FIELD & OBTAINED INFO TO GET HER BEARINGS. SHE TOOK OFF AGAIN USING SHORT/SHORT FIELD PROCEDURES. AFTER LIFT-OFF, THE ACFT HAD REACHED AN ALT OF 10 TO 15 FT, WHEN THE LEFT WING DROPPED. SUBSEQUENTLY, THE ACFT CONTACTED THE GROUND, LEFT WING 1ST, THEN IT CARTWHEELED & CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 2492

10/13/87

CROGHAN, NY

A/C Reg. No. N3497J

Time (Lc1) - 1400 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation OTHER

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. CLIMB - INITIATED -
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 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) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2598 10/30/87 SPRING VALLEY,NY A/C Reg. No. N109AM Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ROCKLAND AVIATION	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-TAXI						

-----Aircraft Information-----

Make/Model	- AGUSTA 109A	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 11200	Engine Type	- TURBOSHAFT		
No. of Seats	- 8	Rated Power	- 420 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 260/010 KTS	Runway Ident	- UNK/NR
Visibility	- 15.0 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Runway Surface	- UNK/NR
Lowest Ceiling	-	Runway Status	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 4959	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 5	Make/Model- 254	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 352	Last 90 Days- 114
		Multi-Eng - 63	Rotorcraft - 4026

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER HAD BEEN REFUELED AND THE PILOT WAS ATTEMPTING TO GROUND TAXI. PRIOR TO TURNING THE AIRCRAFT AROUND TO TAXI TO A PARKING AREA THE HELICOPTER WENT INTO GROUND RESONANCE AS SOON AS THE AIRCRAFT WAS MOVED. COLLECTIVE WAS LOWERED, THE ENGINE RETARDED AND THE ROTOR BRAKES APPLIED BUT GROUND RESONANCE CONTINUED UNTIL THE MAIN ROTOR BLADES CONTACTED THE PAVEMENT.

Brief of Accident (Continued)

File No. - 2598

10/30/87

SPRING VALLEY, NY

A/C Reg. No. N109AM

Time (Lc1) - 1530 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAXI

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAXI

----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. - 2553 10/31/87 MONTGOMERY,NY A/C Reg. No. N4419C Time (Lcl) - 1125 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - TAYLORCRAFT F21B	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - UNK/NR
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 - 118 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SUSSEX,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ORANGE COUNTY,NY	ORANGE COUNTY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 26
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - UNK/NR	Total - 2298
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ON APPROACH FOR LANDING ON RUNWAY 26 AT ORANGE COUNTY AIRPORT. HOWEVER THE AIRCRAFT COLLIDED WITH A TREE ABOUT 200 YARDS FROM THE RUNWAY THRESHOLD JUST OUTSIDE OF THE AIRPORT BOUNDARY.

Brief of Accident (Continued)

File No. - 2553

10/31/87

MONTGOMERY, NY

A/C Reg. No. N4419C

Time (Lcl) - 1125 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 2. DESCENT - PREMATURE - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. LIGHT CONDITION - DARK NIGHT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2557 10/31/87 MILLBROOK,NY A/C Reg. No. N8362G Time (Lcl) - 1030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	1	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKY ACRES
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3885/ 20
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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 6725
SE LAND,ME LAND,SE SEA	Months Since - 2	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 400
		Multi-Eng - 2225
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD JUST BECOME AIRBORNE WHEN POWER FLUCTUATION OCCURRED. ON THE SECOND POWER LOSS, CARBURETOR HEAT WAS APPLIED BUT THE ENGINE LOST POWER COMPLETELY. THE INSTRUCTOR PILOT WAS MAKING A TURN BACK TOWARDS THE AIRPORT WHEN THE WING CONTACTED TREES AND THE AIRCRAFT CRASHED INTO THE POND OFF THE END OF THE RUNWAY. POST ACC SAMPLES OF WATER FROM THE CARBURETOR WERE ANALYZED AND FOUND TO BE DIFFERENT FROM THE POND WATER.

Brief of Accident (Continued)

File No. - 2557

10/31/87

MILLBROOK,NY

A/C Reg. No. N8362G

Time (Lcl) - 1030 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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. - 2563 11/01/87 ARGYLE,NY A/C Reg. No. N5502Z Time (Lcl) - 1400 EST

-----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 - PIPER PA-22-108	Eng Make/Model - LYCOMING O-235-C1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHENY FARMS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 310
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 10
		Instrument- 45
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT WAS RETURNING TO CHENEY FARM FIELD FOR LANDING WHEN THE PILOT CAME IN TOO HIGH AND FAST. HE ADDED POWER, BANKED LEFT AND STARTED A GO AROUND. AT THIS TIME THE ENGINE BACKFIRED AND STARTED MISSING. DURING THE EMERGENCY LANDING IN A PASTURE THE AIRCRAFT TOUCHED DOWN SHORT OF A FENCE AND FLIPPED OVER. THE PLTS RECOMMENDATION FOR PREVENTION WAS EARLIER DETECTION OF CARB ICING.

Brief of Accident (Continued)

File No. - 2563

11/01/87

ARGYLE, NY

A/C Reg. No. N5502Z

Time (Lc1) - 1400 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - FENCE
 4. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2558 11/12/87 UTICA,NY A/C Reg. No. N9230Q Time (Lcl) - 1130 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	4
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - BEECH 36	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BRIDGEPORT,CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	OLD FORGE,NY	ONEIDA CO.
Wind Dir/Speed- UNK/NR		Runway Ident - 33
Visibility - 3.000 SM	ATC/Airspace	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - 400 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1200 FT OVERCAST	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- UNK/NR	Type Apch/Lndg - STRAIGHT-IN	
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1507
SE LAND	Months Since - 9	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 411
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT WAS ENROUTE FROM BRIDGEPORT, CONNECTICUT TO OLD FORGE, NEW YORK WHEN ADVERSE WEATHER CONDITIONS WERE ENCOUNTERED. A REQUEST FOR LOWER ALTITUDE TO ESCAPE WEATHER WAS NO IMPROVEMENT AND A REQUEST TO LAND AT ONEIDA WAS MADE. DURING RADAR VECTORS THROUGH 1200 FOOT CEILING, THE AIRCRAFT PICKED UP A CONSIDERABLE AMOUNT OF ICE. THE FLIGHT BROKE OUT OF THE CLOUDS AT ABOUT 400 FEET AND TOUCHED DOWN HARD. THE GEAR COLLAPSED DURING THE LNDG.

Brief of Accident (Continued)

File No. - 2558

11/12/87

UTICA,NY

A/C Reg. No. N9230Q

Time (Lcl) - 1130 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
 2. WING - ICE
 3. FLARE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2560 11/14/87 SCHENECTADY,NY A/C Reg. No. N9568T Time (Lcl) - 1400 EST

-----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 210	Eng Make/Model - CONTINENTAL IO-470E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SCHENECTADY,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SCHENECTADY CO.
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 300
SE LAND	Months Since - 12	Make/Model- 9
	Aircraft Type - UNK/NR	Instrument- 21
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE LEFT MAIN GEAR COLLAPSED. A METALLURGICAL EXAMINATION REVEALED THAT THE LEFT MAIN GEAR SADDLE ASSEMBLY WAS FRACTURED INTO THREE PIECES THROUGH THE AREA NEAR THE FORWARD EDGE OF THE LANDING GEAR STRUT. WHEN EXAMINED FURTHER, THE FACES AND SURROUNDING MATERIAL DISPLAYED FEATURES TYPICAL OF AN OVERSTRESSED SEPARATION.

Brief of Accident (Continued)

File No. - 2560

11/14/87

SCHENECTADY, NY

A/C Reg. No. N9568T

Time (Lc1) - 1400 EST

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 - ROLL

Finding(s)
2. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2585 12/07/87 WHITE PLAINS,NY A/C Reg. No. N866Q Time (Lcl) - 1725 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - MITSUBISHI MU-2B-20
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8930
No. of Seats - 9

Eng Make/Model - GARRETT TPE-331-151A
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 705 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/010 KTS
Visibility - 20.0 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
CONCORD,NH
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

WINCHESTER CO.
Runway Ident - 34
Runway Lth/Wid - 6550/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND,ME SEA

Age - 70

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	- 5525	Last 24 Hrs	- 2
Make/Model-	1695	Last 30 Days-	UNK/NR
Instrument-	1212	Last 90 Days-	63
Multi-Eng	- 4894		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CROSS COUNTRY BUSINESS FLIGHT WAS UNEVENTFUL FROM CONCORD, NEW HAMPSHIRE TO WHITE PLAINS, NEW YORK UNDER CLEAR SKY. DURING FINAL APPROACH, THE PILOT EXTENDED THE GEAR BUT DID NOT NOTICE THAT THE CIRCUIT BREAKER HAD OPENED AND THE GEAR WAS NOT LOWERED. THE AIRCRAFT LANDED GEAR UP AND THE GEAR DOORS PARTIALLY OPEN. THE GEAR WARNING HORN DID NOT OPERATE. THE PLT STATED THAT HE FAILED TO CHECK FOR 3 GREEN LIGHTS.

Brief of Accident (Continued)

File No. - 2585

12/07/87

WHITE PLAINS, NY

A/C Reg. No. N866Q

Time (Lc1) - 1725 EST

Occurrence #1 GEAR NOT EXTENDED

Phase of Operation LANDING

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
 2. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
 3. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE
 4. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
 5. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2577 12/15/87 ROME, NY

A/C Reg. No. N74085

Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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- UNK/NR
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WATERTOWN, NY
Destination
GLENS FALLS, NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - SNOW
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 63
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1209
Make/Model-	1208
Instrument-	14
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT WAS ENROUTE FROM WATERTOWN TO GLENS FALLS, NEW YORK WHEN SNOW SQUALLS OF VARYING INTENSITY AND GUSTY WIND CONDITIONS WERE ENCOUNTERED. THE PILOT STATED THAT FORWARD VISIBILITY WAS MARGINAL. THE ENGINE FAILED SHORTLY AFTER CHANGING HEADING TOWARDS UTICA, NEW YORK. THE PILOT IMMEDIATELY SET UP FOR A FORCED LANDING IN A FIELD, BUT DURING THE APPROACH, THE AIRCRAFT CLIPPED TREE TOPS, DESCENDED TO THE GND, HIT LEFT WING FIRST, AND FLIPPED OVER. POST ACC ENG DISASSEMBLY REVEALED A BROKEN #2 CONNECTING ROD AND EVIDENCE OF LOCALIZED OIL STARVATION. OIL FLOW TO #2 CONNECTING ROD WAS OBSTRUCTED BY METAL PARTICLES FROM SPALLED VALVE TAPPET FACE.

Brief of Accident (Continued)

File No. - 2577

12/15/87

ROME, NY

A/C Reg. No. N74085

Time (Lcl) - 1100 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, OIL - STARVATION
 2. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
 3. ENGINE ASSEMBLY, ROCKER ARM/TAPPET - CHAFED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. WEATHER CONDITION - SNOW
 5. WEATHER CONDITION - GUSTS
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2406 12/25/87 FLUSHING, NY A/C Reg. No. N58MH Time (Lcl) - 0650 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - POSITIONING	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During - TAXI		Other	0	0	1	0

-----Aircraft Information-----

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 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 -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination ISLIP, NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data LAGUARDIA</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
---	---	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND, ME LAND</p> <p>GLIDER</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - PA-31</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2250</p> <p>Make/Model- 328</p> <p>Instrument- 296</p> <p>Multi-Eng - 795</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 55</p> <p>Last 90 Days- 191</p>
---	---	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLTS WERE TAXIING AT DUSK TO TAKEOFF, THE ACFT WAS STRUCK BY A FOOD SVC VAN AT A VEHICLE SVC ROAD. THE ACDNT OCCURRED AS RAIN WAS FALLING & THE RAMP AREA WAS WET WITH STANDING WATER. THE VAN DRIVER SAID HE HAD JUST MANEUVERED HIS VEHICLE TO THE LEFT TO GET AROUND A LOCKHEED L-1011 & WAS MOVING BACK TO THE RIGHT TO GET ON THE SVC ROAD WHEN HE SAW THE BEECH 58. HE TRIED TO AVOID THE ACFT, BUT THE VAN HIT THE LEFT WING & TAIL. THE PLT SAID HE WAS TAXIING WITH THE ROTATING BCN, NAV & TAXI LGTS ON. HE SAID HE WAS CROSSING THE SVC ROAD WHEN HE SAW THE VAN & STOPPED, BUT THE VAN SKIDDED INTO THE ACFT. THE VAN DRIVER SAID HE DID NOT SEE ANY ACFT LGTS.

Brief of Accident (Continued)

File No. - 2406

12/25/87

FLUSHING, NY

A/C Reg. No. N58MH

Time (Lcl) - 0650 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - RAIN
3. OBJECT - VEHICLE
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - DRIVER OF VEHICLE
5. AIRPORT FACILITIES, TAXIWAY CONDITION - WET
6. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2538 4/29/87 TAMUNINGS, A/C Reg. No. N10995 Time (Lcl) - 1039 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	2	0	0
Accident Occurred During -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 369D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TAMUNINGS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 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 - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
FOREIGN	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

A HUGHES 369D, OPERATED OFF OF A FISHING VESSEL, WENT OUT OF CONTROL AND CRASHED IN THE PACIFIC OCEAN, NR GUAM. THE ACCIDENT WAS WITNESSED BY THE SHIP'S CAPTAIN. HIS STATEMENT INDICATED ONE OF THE MAIN ROTOR BLADES SEPARATED IN FLT WHILE THE HELO WAS ORBITING THE SHIP AT APRX 200 FT MSL. DURING AN EARLIER FLT A VIBRATION ASSOCIATED WITH THE MAIN ROTOR SYSTEM WAS EXPERIENCED. THE DISCREPANCY WAS REFERRED TO THE A&P MECHANIC ON THE BOAT, WHO WORKED ON THE HELO FOR ABOUT ONE HOUR WITH THE PLT. THE HELO WAS THEN TEST FLOWN. THE MAIN ROTOR BLADES OF THE HUGHES 369D ARE ATTACHED TO THE MAIN ROTOR HUB WITH STAINLESS STEEL RETENTION STRAPS. THE MANUFACTURER OUTLINES A PROCEDURE DESIGNED TO HELP PREVENT MAIN ROTOR HUB COMPONENT CORROSION ON HELICOPTERS OPERATED IN MARINE ENVIRONMENTS. RECORDS MAINTAINED AT THE HELO MAINTENANCE BASED REVEALED THAT SUFFICIENT SUPPLIES WERE NOT AVAILABLE TO ACCOMPLISH THE PROCEDURE ON BOARD THE SHIP. THE ACFT WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2538

4/29/87

TAMUNINGS,

A/C Reg. No. N10995

Time (Lcl) - 1039 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. ROTOR SYSTEM, MAIN ROTOR BLADE - SEPARATION
 2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2435 9/16/87 GULF OF MEXICO, A/C Reg. No. N2206F Time (Lcl) - 1349 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - EMERGENCY FLOAT
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 160/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

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
SE LAND, ME LAND, SE SEA, ME SEA
HELICOPTER

Age - 64

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - BH-206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 16898	Last 24 Hrs	- 2
Make/Model-	2729	Last 30 Days-	UNK/NR
Instrument-	516	Last 90 Days-	123
Multi-Eng	- 4500	Rotorcraft	- 11268

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE DEPARTING FROM AN OFF-SHORE OIL PLATFORM IN THE GULF OF MEXICO, THE HELICOPTER ENG LOST POWER. THE PLT INITIATED AN AUTOROTATION & MADE A MAYDAY CALL, BUT DID NOT GET THE EMERG FLOATS INFLATED BEFORE TOUCHING DOWN IN THE WATER. SUBSEQUENTLY, THE HELICOPTER SANK & WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2435

9/16/87

GULF OF MEXICO,

A/C Reg. No. N2206F

Time (Lc1) - 1349 CDT

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

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. EMERGENCY EQUIPMENT - NOT USED - PILOT IN COMMAND
4. TERRAIN CONDITION - WATER, ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2517 6/03/87 ARNETT,OK A/C Reg. No. N5488A Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA P210R	Eng Make/Model - CONTINENTAL TS10-520-LE	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 325 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BATON ROUGE,LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ALEXANDRIA,LA	
Wind Dir/Speed- 040/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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 - UNK/NR	Total - 5000
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 800
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT DEPARTED BATON ROUGE (BTR) FOR THE PLTS STATED DEST OF ALEXANDRIA, WHICH WAS 78 MILES ON A BEARING OF 301 DEG, AT 0836 CDT. AFTER DEP THE BTR LOCAL AREA THERE WAS NO RADIO CONTACT WITH ANY ATC FACILITY. THE TRANSPONDER CONTINUED TO TRANSMIT A CODE 1200 UNTIL RADAR CONTACT WAS LOST AT 1145:32 CDT. IMPACT OCCURRED DURING A POWER-OFF UNCONTROLLED DESCENT APRX 3 HRS AND 24 MIN AFTER TAKEOFF ABOUT 310 DEG AND 520 NAUTICAL MILES FROM BTR. THERE WERE NO DEVIATIONS FROM THAT COURSE. ONLY A TRACE OF UNUSABLE FUEL WAS FOUND IN THE WRECKAGE WITH NONE DISCOVERED IN FUEL LINES. LINE OF SIGHT DISTANCE CALCULATIONS FROM ATC SITES REVEALED THAT THE ACFT ACHIEVED AN ALTITUDE OF AT LEAST 12,800 FT. ACFT SPEED CHANGES FROM RECORDED RADAR DATA AND PERFORMANCE INFO FROM THE MANUFACTURER INDICATED THAT THE ACFT CLIMBED TO AN ALT OF APRX 18,685 FT MSL. THE CABIN PRESSURIZATION SWITCH WAS FOUND IN THE OFF POSITION AND ONBOARD OXYGEN WAS NOT UTILIZED.

Brief of Accident (Continued)

File No. - 2517

6/03/87

ARNETT,OK

A/C Reg. No. N5488A

Time (Lcl) - 1200 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. LEVEL OFF - DELAYED - PILOT IN COMMAND
2. AIR COND/HEATING/PRESSURIZATION,CONTROL/INDICATOR - NOT ENGAGED
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. ALTITUDE - EXCESSIVE -
5. INCAPACITATION(ANOXIA/HYPOXIA) - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

6. FLUID,FUEL - EXHAUSTION
7. EMERGENCY PROCEDURE - NOT PERFORMED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2589 10/28/87 BARTLESVILLE,OK A/C Reg. No. N3411 Time (Lcl) - 0734 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries				
Name of Carrier -SMB STAGE LINE, INC	DESTROYED	Fatal	Serious	Minor	None	
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	2	0
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CONVAIR 640 (340D)	Eng Make/Model - ROLLS ROYCE RDA10-542	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 54600	Engine Type - TURBOPROP	
No. of Seats - 2	Rated Power - 2305 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	CHICAGO,IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	OKLAHOMA CITY,OK	FRANK PHILLIPS
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2550/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - UNK/NR	Total - 5389
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 2480
	Aircraft Type - UNK/NR	Instrument- 411
		Multi-Eng - 2911
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 199
		Rotorcraft - 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPT WAS CROSS-FEEDING BOTH ENGINES FROM THE RIGHT TANK WHILE THE FIRST OFFICER (F/O) WAS FLYING, WITHOUT INFORMING THE F/O. THE CAPT THEN LEFT THE COCKPIT WHILE CROSS-FEEDING. BOTH TANK VALVES AND THE RIGHT BOOST PUMP WERE ON. THE RIGHT TANK RAN DRY, THE RIGHT ENGINE FAILED, AND THE PROP AUTOFEATHERED WHILE THE CAPT WAS ABSENT. THE CAPT RETURNED, TURNED ON THE LEFT BOOST PUMP, BUT LEFT THE RIGHT BOOST PUMP AND THE VALVES OPEN, AND ATTEMPTED TO RESTART THE RIGHT ENGINE. THE LEFT ENGINE THEN FAILED BUT THIS WAS NOT RECOGNIZED BY THE CREW. THE ELEC SYS FAILED DUE TO THE ATTEMPTED RESTARTS AND THE FACT THAT NON-ESSENTIAL EQUIPMENT WAS NOT TURNED OFF. THE CAPT DID NOT APPLY SUFFICIENT PULL TO THE EMERGENCY GEAR HANDLE TO LOWER THE GEAR MANUALLY. THE ACFT WAS LANDED ON A SHORT WET SOD RUNWAY, WITH THE GEAR AND FLAPS UP, AT A HIGH RATE OF SPEED. THE ACFT RAN OFF THE END OF THE RUNWAY, THROUGH A DITCH, ACROSS A ROAD, AND INTO TREES.

Brief of Accident (Continued)

File No. - 2589

10/28/87

BARTLESVILLE,OK

A/C Reg. No. N3411

Time (Lcl) - 0734 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. 1 ENGINE -
2. FLUID,FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - INATTENTIVE - PILOT IN COMMAND
4. CREW/GROUP COORDINATION - IMPROPER - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

6. ALL ENGINES -
7. FLUID,FUEL - STARVATION
8. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
9. CHECKLIST - INADEQUATE - COMPANY/OPERATOR MGMT

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

10. AIRSPEED - EXCESSIVE - COPILOT/SECOND PILOT

Occurrence #4 GEAR NOT EXTENDED
Phase of Operation LANDING

Finding(s)

11. GEAR EXTENSION - IMPROPER USE OF - PILOT IN COMMAND
12. ELECTRICAL SYSTEM - DETERIORATED

Occurrence #5 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING
13. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,6,7,8,11

Factor(s) relating to this accident is/are finding(s) 5,9,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2540 4/17/87 YORK, PA A/C Reg. No. N7987W Time (Lcl) - 2018 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		3	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 110/004 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CHARLESTON, WV
Destination
YORK, PA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ADF/NDB

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

YORK-THOMASVILLE
Runway Ident - 16
Runway Lth/Wid - 4190/ 100
Runway Surface - CONCRETE
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 500	Last 24 Hrs -	6
Make/Model-	497	Last 30 Days-	13
Instrument-	126	Last 90 Days-	21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIPER PA-28-180 WAS MAKING AN NDB INSTRUMENT APPROACH UNDER INSTRUMENT METEOROLOGICAL CONDITIONS AT NIGHT. THE PILOT MANUEVERED THE AIRCRAFT OVER THE AIRPORT SEVERAL TIMES IN AN APPARENT ATTEMPT TO ACQUIRE VISUAL CONTACT WITH THE RUNWAY, LOST CONTROL OF THE AIRCRAFT AND IMPACTED LEVEL TERRAIN NEXT TO THE RUNWAY. THE PILOT FAILED TO FOLLOW THE INSTRUMENT APPROACH PROCEDURE. A FEW MINUTES AFTER THE NOISE OF THE AIRCRAFT WAS NO LONGER HEARD, THE WRECKAGE WAS FOUND AT THE EDGE OF THE AIRPORT. THE PILOT AND THREE PASSENGERS WERE FATALLY INJURED. THE AIRCRAFT WAS DESTROYED BY A HIGH SPEED IMPACT. THE AIRCRAFT WAS BASED AT THE AIRPORT WHERE THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2540

4/17/87

YORK,PA

A/C Reg. No. N7987W

Time (Lcl) - 2018 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2446

5/13/87

SAYRE, PA

A/C Reg. No. N32774

Time (Lc1) - 0720 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -NON SCHED,DOMESTIC,PASSENGER

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 135

ON GROUND

Pass

1

1

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-32-300

Eng Make/Model - LYCOMING IO-540-K1A5

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - .125 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAYRE, PA

Destination

WASHINGTON, DC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Age - 46

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - NO

Total - 1212

Last 24 Hrs - 0

SE LAND, ME LAND

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- 21

Aircraft Type - UNK/NR

Instrument- 186

Last 90 Days- 45

Multi-Eng - 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG INITIAL CLIMB AFTER TAKEOFF, SMOKE WAS OBSERVED IN THE COCKPIT. WHEN THE SMOKE BECAME HVY, THE PLT DECIDED TO LAND. HE ATTEMPTED A FORCED LANDING ON RISING TERRAIN IN FOGGY CONDS. SUBSEQUENTLY, THE ACFT CRASHED INTO THE SIDE OF THE HILL & BEGAN BURNING. DRG THE INVESTIGATION, ARCING TYPE BURNS WERE FOUND AROUND THE BOLT & NUT AT THE T1 TERMINAL. ALSO, THE EYELET FITTINGS ON THE ENDS OF 2 WIRES THAT ATTACHED AT THAT LOCATION WERE BADLY BURNED. THE SPECIFIC REASON FOR THE ARCING WAS NOT DETERMINED. THE PLT DID NOT HAVE A CURRENT BIENNIAL FLT REVIEW OR AIR TAXI/OPERATING CERTIFICATE.

Brief of Accident (Continued)

File No. - 2446

5/13/87

SAYRE,PA

A/C Reg. No. N32774

Time (Lc1) - 0720 EDT

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. ELECTRICAL SYSTEM,ELECTRIC WIRING - ARCING
 3. FUSELAGE,CREW COMPARTMENT - SMOKE
 4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

5. WEATHER CONDITION - FOG
 6. TERRAIN CONDITION - RISING
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2502 7/12/87 HUNTINGDON, PA A/C Reg. No. N33576 Time (Lcl) - 2020 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	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LATROBE, PA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCK HAVEN, PA	Runway Ident - N/A
Wind Dir/Speed- 160/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 18000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	HOLES
Obstructions to Vision- HAZE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 529
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT ENCOUNTERED POOR VISIBILITY WHILE AT CRUISE ALTITUDE. THE PILOT DECIDED NOT TO CONTINUE FLIGHT AND LANDED ON A FOOTBALL FIELD. DURING ROLL OUT, THE RIGHT MAIN GEAR FELL INTO A DRAIN HOLE TO THE SIDE OF THE FIELD CAUSING THE AIRCRAFT TO TURN RIGHT ABOUT 45 DEGREES. THE PLANE CONTINUED TO ROLL AND COLLIDED WITH THE BLEACHERS. THE PILOT HAD RECEIVED A WEATHER BRIEFING DURING WHICH HE WAS ADVISED OF THE POSSIBILITY OF THUNDERSTORMS. THE PILOT CONTINUED UNTIL A 180 DEGREE TURN WAS NO LONGER POSSIBLE TO REMOVE HIM FROM DETERIORATING WEATHER CONDITIONS. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 2502

7/12/87

HUNTINGDON, PA

A/C Reg. No. N33576

Time (Lc1) - 2020 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - CLOUDS
3. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. WEATHER EVALUATION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - NORMAL

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2438 9/02/87 MONTGOMERYVILLE, PA A/C Reg. No. N596SP Time (Lcl) - 2006 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - 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 - DUSK

Itinerary

Last Departure Point
PROSPECTVILLE, PA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1500	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-----

WHILE CLIMBING THROUGH ABOUT 1500' AFTER TAKEOFF, THE ENGINE BEGAN TO LOSE POWER. THE PILOT TURNED BACK TOWARD THE AIRPORT, BUT SUBSEQUENTLY ALL POWER WAS LOST & THE AIRCRAFT WAS DAMAGED DURING A LANDING IN A CORN FIELD. A POST-ACCIDENT EXAMINATION REVEALED THE OIL LINE BETWEEN THE ENGINE AND OIL COOLER HAD FAILED. SUBSEQUENTLY, THE NUMBER 2 CONNECTING ROD FAILED DUE TO OIL STARVATION. THE OIL LINE HAD 1613 HRS OF OPERATION. PIPER SERVICE BULLETIN NUMBER 531 RECOMMENDED THE OIL LINE BE CHANGED AFTER 1000 HOURS OF OPERATION.

Brief of Accident (Continued)

File No. - 2438

9/02/87

MONTGOMERYVILLE,PA

A/C Reg. No. N596SP

Time (Lc1) - 2006 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - LEAK
 2. MAINTENANCE,SERVICE BULLETINS - NOT FOLLOWED -
 3. FLUID,OIL - EXHAUSTION
 4. 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)

5. LIGHT CONDITION - DUSK
 6. TERRAIN CONDITION - CROP
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2500 9/09/87 WILLIAMSPORT, PA A/C Reg. No. N4166Q Time (Lcl) - 0952 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -AERO TAXI	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	ON GROUND	Pass 0	0	0	0
Accident Occurred During -STANDING					

-----Aircraft Information-----

Make/Model - CESSNA 310N	Eng Make/Model - CONTINENTAL IO-470-V	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 - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PHILADELPHIA, PA	WILLIAMSPORT
Wind Dir/Speed- 290/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1000 FT SCATTERED	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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1936
SE LAND, ME LAND	Months Since - 4	Make/Model- 335
	Aircraft Type - UNK/NR	Instrument- 281
		Multi-Eng - 726
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 172

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING, THE CARGO WAS UNLOADED & THE ACFT WAS PREPARED FOR DEPARTURE. THE PLT STATED THE PREFLIGHT WAS NORMAL & SATISFACTORY. HE RPRTD THAT WHEN THE LEFT ENG WAS STARTED, HE HEARD A LOUD "POP" & OBSERVED "FLAME TRACES AND SMOKE." HE IMMEDIATELY SHUT DOWN THE ENG & EXITED THE ACFT TO INVESTIGATE. HE FOUND THAT ABOUT 4' OF THE OUTBOARD, LEADING EDGE SECTION OF THE LEFT WING HAD EXPLODED & BUCKLED. HE STATED THAT FLAMES & SMOKE WERE VISIBLE & IMMEDIATELY EXTINGUISHED. THE PLT RPRTD THE LEFT FUEL STRAINER CORK GASKET WAS FAULTY. DRY FUEL STAINS WERE FOUND ON THE BOTTOM OF THE LEFT WING, LEFT FLAP, LEFT ENG NACELLE & LEFT LANDING GEAR.

Brief of Accident (Continued)

File No. - 2500

9/09/87

WILLIAMSPORT, PA

A/C Reg. No. N4166Q

Time (Lcl) - 0952 EDT

Occurrence #1 FIRE/EXPLOSION

Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. FUEL SYSTEM, STRAINER - LEAK
 3. FLUID, FUEL - FIRE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2564 9/26/87 IRWIN, PA A/C Reg. No. N9772U Time (Lcl) - 1600 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	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	INTER COUNTY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 09
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 1880/ 130
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling -	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 350
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAXI OPERATION, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT AND IT STRUCK A TREE STUMP WHICH WAS LOCATED TO THE SIDE OF THE RUNWAY. THE AIRCRAFT THEN CONTINUED TO ROLL ABOUT 500 FEET OFF THE RWY WHERE IT CAME TO REST WITH SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2564

9/26/87

IRWIN, PA

A/C Reg. No. N9772U

Time (Lc1) - 1600 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

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. - 2566 10/18/87 HENRYVILLE, PA A/C Reg. No. N990C Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass 0	1	2	0

-----Aircraft Information-----

Make/Model	- STINSON 108-3	Eng Make/Model	- FRANKLIN 6A-4-165-B3	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 165 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/015 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</p> <p>E. STROUDSBURG, PA</p> <p>Destination</p> <p>RED HOOK, NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>BRICHWOOD-POCONO AIRPORT</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 2535/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	--

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 15004
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 1	Make/Model- 112
GLIDER	Aircraft Type - UNK/NR	Instrument- 321
		Multi-Eng - 12500
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF FROM A PRIVATE AIRPORT, THE FLIGHT ENCOUNTERED DOWNDRAFTS AND THE LEFT WING DROPPED. AS THE PILOT ATTEMPTED TO LEVEL THE WINGS, HE REALIZED THAT THE AIRCRAFT WAS NO LONGER CLIMBING BUT DESCENDING AT A RAPID RATE. THE AIRCRAFT CRASHED ON RISING WOODED TERRAIN, BECAME INVERTED AND WAS CONSUMED BY FIRE.

Brief of Accident (Continued)

File No. - 2566

10/18/87

HENRYVILLE, PA

A/C Reg. No. N990C

Time (Lc1) - 1130 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2550 10/25/87 ST. PAUL, PA A/C Reg. No. N28205 Time (Lcl) - 0930 EST

-----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	1	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER J-4	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1400	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	MT. PLEASANT, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WINCHESTER, VA	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 -	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1080
SE LAND	Months Since - 5	Make/Model- 1080
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT WAS ENROUTE FROM MOUNT PLEASANT TO WINCHESTER, VIRGINIA ON A HEADING OF 140 DEGREES AND AT 4500 FEET. ABOUT 25-30 MINUTES INTO THE FLIGHT, ENGINE POWER LOSS WAS EXPERIENCED. THE PILOT SWITCHED FROM THE AUXILLIARY TO THE MAIN FUEL TANK AND APPLIED CARBURETOR HEAT BUT THERE WAS NO CHANGE. THE AIRCRAFT STALLED OVER SOME TREES THEN DROPPED TO THE GROUND. EXAMINATION OF THE AIRCRAFT DISCLOSED A CRACKED INDUCTION MANIFOLD, CAUSING A LEAN MIXTURE.

Brief of Accident (Continued)

File No. - 2550

10/25/87

ST. PAUL, PA

A/C Reg. No. N28205

Time (Lcl) - 0930 EST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. INDUCTION AIR CONTROL, INTAKE MANIFOLD - CRACKED
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2567 11/01/87 ERWINNA, PA A/C Reg. No. N4302T Time (Lcl) - 1600 EST

-----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	0	3

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VANSANT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 25
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 120
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 105
SE LAND	Months Since - 17	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 105
		Last 30 Days- UNK/NR
		Instrument- 5
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING THE AIRCRAFT ON RUNWAY 25 AT VANSANT AIRPORT. AT ABOUT 100 FEET DOWN THE RUNWAY, THE AIRCRAFT VEERED TO THE LEFT, OFF OF THE RUNWAY AND SLID DOWN AN EMBANKMENT AND CAME TO REST AFTER COLLIDING WITH A TREE.

Brief of Accident (Continued)

File No. - 2567

11/01/87

ERWINNA, PA

A/C Reg. No. N4302T

Time (Lcl) - 1600 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - RAVINE
 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. - 2578 11/11/87 BEAVER FALLS, PA A/C Reg. No. N8364N Time (Lc1) - 1445 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage

NONE

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

1

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

BEAVER CO.
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 - 22
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 196
Last 24 Hrs - 0
Make/Model- 22
Instrument- 42
Last 30 Days- UNK/NR
Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING HAND-PROPPING OF PIPER PA-28R, THE PASSENGER SLIPPED AND FELL INTO THE TURNING PROP. HE RECEIVED A SERIOUS HEAD INJURY.

Brief of Accident (Continued)

File No. - 2578

11/11/87

BEAVER FALLS, PA

A/C Reg. No. N8364N

Time (Lc1) - 1445 EST

Occurrence #1 PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PASSENGER
2. PROPER ASSISTANCE - NOT OBTAINED - PASSENGER
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2445 11/15/87 MONTTOURSVILLE, PA A/C Reg. No. N9055F Time (Lcl) - 2044 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 NONE

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	1	0	0
Pass	0	2	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
WILLIAMSPORT, NY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WILLIAMSPORT/LYCOMING CO
Runway Ident - 27
Runway Lth/Wid - 6449/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 951
Make/Model- 173
Instrument- 373
Multi-Eng - 49
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF, THE PLT REMAINED IN THE TRAFFIC PATTERN TO PRACTICE TAKEOFFS & LANDINGS. HE MADE A TOUCH-&-GO, THEN RPRTD ON A RIGHT DOWNWIND FOR ANOTHER LANDING. HE ACKNOWLEDGED A CLEARANCE TO CONTINUE, BUT MOMENTS LATER, AN ELT SIGNAL BEGAN TRANSMITTING. ABOUT 1 HR LATER, THE ACFT WAS FND WHERE IT HIT TREES & CRASHED, APRX 2-1/2 MI NW OF THE ARPT, NEAR THE TOP OF A HILL. ELEV OF THE CRASH SITE WAS ABOUT 985 FT; THE ARPT ELEV WAS 529 FT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND. AN OBSTRUCTION LIGHT HAD BEEN INSTALLED ON THE HILLTOP, BUT IT HAD BEEN INOP FOR SVRL YEARS.

Brief of Accident (Continued)

File No. - 2445

11/15/87

MONTOURSVILLE, PA

A/C Reg. No. N9055F

Time (Lcl) - 2044 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. TERRAIN CONDITION - HIGH TERRAIN
4. AIRPORT FACILITIES, AERONAUTICAL LIGHT BEACON(OBST) - NOT OPERATING
5. AIRPORT OPERATIONS - INADEQUATE - AIRPORT PERSONNEL
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. OBJECT - TREE(S)
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2547 12/01/87 MIDDLETOWN, PA A/C Reg. No. N32307 Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	0
Accident Occurred During	-TAXI					

-----Aircraft Information-----

Make/Model	- PIPER PA-28-150	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-----

<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- 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</p> <p style="padding-left: 20px;">THOMASVILLE, PA</p> <p>Destination</p> <p style="padding-left: 20px;">MIDDLETOWN, 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;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">HARRISBURG</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	---	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 5</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 1397</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model</td> <td>- 255</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 113</td> <td>Last 90 Days</td> <td>- 300</td> </tr> <tr> <td>Multi-Eng</td> <td>- 22</td> <td></td> <td></td> </tr> </table>	Total	- 1397	Last 24 Hrs	- 3	Make/Model	- 255	Last 30 Days	- UNK/NR	Instrument	- 113	Last 90 Days	- 300	Multi-Eng	- 22		
Total	- 1397	Last 24 Hrs	- 3															
Make/Model	- 255	Last 30 Days	- UNK/NR															
Instrument	- 113	Last 90 Days	- 300															
Multi-Eng	- 22																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING THE PILOT WAS CLEARED TO TAXI TO THE PARKING AREA AT STANBAUGH'S GENERAL AVIATION. DURING A MANEUVER BETWEEN A DE-ICER TRUCK AND A PARKED AIRPLANE, THE PILOT ALLOWED THE AIRCRAFT TO BECOME TOO CLOSE TO THE TRUCK AND CAUGHT THE WING TIP ON THE BACK OF THE TRUCK BREAKING THE WING TIP OFF AND DAMAGING THE OUTER LEADING EDGE OF THE LEFT WING.

Brief of Accident (Continued)

File No. - 2547

12/01/87

MIDDLETOWN, PA

A/C Reg. No. N32307

Time (Lcl) - 1500 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2584 12/03/87 POTTSTOWN, PA A/C Reg. No. N16491 Time (Lcl) - 1645 EST

-----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 -TAKEOFF			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	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- 180/006 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 4500 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 POTTSTOWN, PA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data POTTSTOWN</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 2700/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 50</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 26 Last 24 Hrs - 0</p> <p>Make/Model- 26 Last 30 Days- UNK/NR</p> <p>Instrument- 0 Last 90 Days- 5</p>
---	---	--

Instrument Rating(s) - NONE

-----Narrative-----

DURING SOFT FIELD TAKEOFF, THE INSTRUCTOR PILOT WHO WAS WATCHING FROM THE RAMP, SAID THE THE STUDENT PLT SEEMED TO HAVE EXCESSIVE ANGLE OF ATTACK AND STALLED THE AIRCRAFT. THE AIRCRAFT CRASHED ON AIRPORT PROPERTY ABOUT 1,000 FEET FROM THE START OF THE TAKEOFF ROLL AND ABOUT 75 FEET TO THE LEFT OF THE RUNWAY. THE STUDENT SAID THAT HE WAS DOING A SOFT FIELD TAKEOFF.

Brief of Accident (Continued)

File No. - 2584

12/03/87

POTTSTOWN, PA

A/C Reg. No. N16491

Time (Lcl) - 1645 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2503 7/30/87 NO KINGSTOWN,RI A/C Reg. No. N1223J Time (Lcl) - 1435 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -PERSONAL	Fire NONE	Fatal 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91		Crew 0			
Accident Occurred During -LANDING		Pass 0			

-----Aircraft Information-----

Make/Model - ROCKWELL 112A	Eng Make/Model - LYCOMING O-320-A2B	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	QUONSET STATE
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
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 - 779
SE LAND	Months Since - 2	Make/Model- 230
	Aircraft Type - UNK/NR	Instrument- 60
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT BOUNCED ON LANDING AND DIRECTIONAL CONTROL WAS LOST. THE AIRPLANE VEERED TO THE LEFT SIDE OF THE RUNWAY AND STRUCK A PILE OF RUBBLE AND CONTINUED INTO THE BAY.

Brief of Accident (Continued)

File No. - 2503

7/30/87

NO KINGSTOWN,RI

A/C Reg. No. N1223J

Time (Lcl) - 1435 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2455 3/30/87 MARLIN, TX A/C Reg. No. N8191V Time (Lcl) - 1257 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-AERIAL OBSERVATION	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-CRUISE						

-----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-----

<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- 300/020 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</p> <p>CLEBURNE, TX</p> <p>Destination</p> <p>CONROE, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>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>
---	--	--

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9144
SE LAND	Months Since - 3	Make/Model- 2500
	Aircraft Type - PA-28	Instrument- 11
		Last 24 Hrs - 8
		Last 30 Days- 127
		Last 90 Days- 352

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD BEEN INVOLVED IN PIPELINE PATROL THROUGHOUT ITS HISTORY OF 7490 FLT HRS. JUST BEFORE THE ACNT, THE ACFT WAS OBSERVED IN STRAIGHT & LVL FLT ALONG A PIPELINE RIGHT-OF-WAY. ACCORDING TO WITNESSES, THE ACFT WAS AT LOW ALT WHEN A WING SEPARATED & THE ACFT PLUNGED TO THE GROUND. THE LEFT WING WAS FND 588' FROM THE MAIN WRECKAGE. AN INVESTIGATION REVEALED IT HAD SEPD AT THE WING ROOT FROM FATIGUE FAILURE. THE FATIGUE HAD ORIGINATED NEAR ONE OF THE OUTBOARD CARRY-THROUGH ATTACHMENT BOLT HOLES.

Brief of Accident (Continued)

File No. - 2455

3/30/87

MARLIN, TX

A/C Reg. No. N8191V

Time (Lcl) - 1257 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. WING, SPAR - FATIGUE
 2. WING, SPAR - SEPARATION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2451

7/13/87

LOUISE, TX

A/C Reg. No. N1296W

Time (Lcl) - 0935 CDT

-----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 - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - WEATHERLY 201C

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3500

No. of Seats - 1

Eng Make/Model - P&W R-985

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 290/003 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRSTRIP

Airport Data

PVT STRIP

Runway Ident - 18

Runway Lth/Wid - 2500/ 40

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 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 - 14000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 70

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LOADED WITH APRX 1100 LBS OF FERTILIZER & THE PLT ATTEMPTED TO TAKEOFF FROM A PVT STRIP ON A "STILL & MUGGY" DAY WITH A TEMP OF ABOUT 95 DEG. HE RPRTD THAT DURING THE TAKEOFF ROLL, HE OPENED THE DUMP GATE WHEN THE ACFT WAS MIDWAY DOWN THE RWY TO DUMP THE LOAD. HOWEVER, THE ACFT DID NOT LIFT OFF. SUBSEQUENTLY, IT CONTD OFF THE DEP END & THE MAIN GEAR FAILED. NO MECHANICAL FAILURE OR MALFUNCTION WAS RPRTD.

Brief of Accident (Continued)

File No. - 2451

7/13/87

LOUISE, TX

A/C Reg. No. N1296W

Time (Lcl) - 0935 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
3. LOAD JETTISON - INITIATED - PILOT IN COMMAND
4. ABORTED TAKEOFF

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - ABORTED

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2575 7/14/87 ANAHUAC, TX A/C Reg. No. N36503 Time (Lcl) - 1602 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries				
	SUBSTANTIAL	Fatal	Serious	Minor	None	
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-301	Eng Make/Model - P & W R-1340-ANI	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANAHUAC, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
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 - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET
Obstructions to Vision- NONE	FULL STOP	HIGH VEGETATION
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 8700	Last 24 Hrs - 10
SE LAND	Months Since - 3	Make/Model- 3000	Last 30 Days- 200
	Aircraft Type - C-150	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT ENCOUNTERED SOFT TERRAIN AND FLIPPED OVER DURING A FORCED LANDING. THE FORCED LANDING WAS EXECUTED FOLLOWING A COMPLETE LOSS OF ENG POWER DURING A SWATH RUN ON AN AERIAL APPLICATION FLIGHT. THE CAUSE OF THE ENG FAILURE WAS NOT DETERMINED DURING THE INVESTIGATION. THE ENG HAD MADE A POPPING SOUND AND SMOKE HAD COME FROM THE AREA OF # 1 & 2 CYLINDERS. THE ACFT HAD A TOTAL TIME OF 1794 HOURS WITH 829 HOURS SINCE OVERHAUL. THE ACFT WRECKAGE WAS DISPOSED OF BEFORE AN ENG TEARDOWN WAS ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 2575

7/14/87

ANAHUAC, TX

A/C Reg. No. N36503

Time (Lcl) - 1602 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION
1. POWERPLANT - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - SOFT

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2573

8/08/87

BAYTOWN, TX

A/C Reg. No. N356AA

Time (Lcl) - 0920 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 - ARNOLD VP-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 840
No. of Seats - 2

Eng Make/Model - HAPI 1-835
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 70 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 - 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
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

BAYTOWN
Runway Ident - 13
Runway Lth/Wid - 4000/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 125
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- 4
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE NEWLY CONSTRUCTED HOMEBUILT ACFT EXPERIENCED AN ENG FAILURE DURING IT'S FIRST TAKEOFF. DURING THE ENSUING FORCED LANDING THE ACFT COLLIDED WITH TREES, SUBSTANTIALLY DAMAGING BOTH WINGS. THE CAUSE OF THE ENGINE FAILURE WAS NOT DETERMINED DURING THE INVESTIGATION. THE ACFT WRECKAGE WAS DISPOSED OF BEFORE AN ENG TEARDOWN COULD BE ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 2573

8/08/87

BAYTOWN, TX

A/C Reg. No. N356AA

Time (Lcl) - 0920 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. POWERPLANT - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2415 8/12/87 PLEDGER, TX A/C Reg. No. N33PW Time (Lcl) - 1620 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-HOUSTON HELICOPTERS	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Injuries	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	0	None
							1
							3

-----Aircraft Information-----

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO	-N/A
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 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	BAY CITY, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	HOUSTON, TX		Runway Ident	- N/A
Wind Dir/Speed	- 180/006 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	- 4000 FT SCATTERED	Type of Clearance	- VFR	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total	- 8826
SE LAND, ME LAND	Months Since - 12	Make/Model	- 1500
HELICOPTER	Aircraft Type - 206B	Instrument	- 798
		Multi-Eng	- 230
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 82
		Rotorcraft	- 8210

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE CRUISING AT 900' AGL, THE PLT NOTED A HVY SHUDDER FLWD BY A GRINDING NOISE, LOUD "BANG" & A LOW ROTOR RPM SIGNAL. HE MADE AN AUTOROTATION TO A ROAD, BUT DRG TOUCHDOWN, THE MAIN ROTOR BLADES FLEXED DWN & SEVERED THE TAIL BOOM. AN EXAM REVEALED THE MAIN PWR (SHORT) SHAFT HAD FAILED DUE TO MISALIGNMENT & HI TEMPS RESULTING FROM THE MISALIGNMENT. FURTHER INV SHOWED THAT THE MISALIGNMENT WAS THE RESULT OF A FAILURE OF THE PYLON ISOLATOR MOUNT DUE TO DEBONDING BETWEEN THE UPPER PLATE & THE RUBBER DAMPER ELEMENT. DEBONDING OCCURRED AFTER PROLONGED EXPOSURE OF THE ISOLATOR MOUNT TO OIL & GREASE WHICH CHEMICALLY DETERIORATED THE BOND. THERE WAS EVIDENCE THE DETERIORATION HAD OCCURRED OVER A LONG PERIOD OF TIME. THE UNIT HAD BEEN INSPECTED PERIODICALLY, BUT THE IMPENDING FAILURE OF THE BOND HAD NOT BEEN DETECTED.

Brief of Accident (Continued)

File No. - 2415

8/12/87

PLEDGER, TX

A/C Reg. No. N33PW

Time (Lcl) - 1620 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM, ISOLATION LINK - FAILURE, TOTAL
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - OVERTEMPERATURE
4. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. 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) 1,3,4,6

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2496 9/12/87 AUSTIN, TX A/C Reg. No. N1158T Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 58P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6100
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-L
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed- VARIABLE/018 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOUSTON, TX
Destination
GUNNISON, CO

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2100	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 RCVD A FULL WX BRIEFING AT 0540 CDT & A WX UPDATE AT 0737 WHEN HE FILED AN IFR FLT PLAN. THE FLT WAS WITHOUT INCIDENT WITH A FINAL CRUISE ALT OF 16,000' UNTIL 1055:43, WHEN THE PLT REQD A "LEFT TURN FOR DEVIATION." ABOUT 3 MIN LATER, THE CTLR NOTICED AN ALT ALERT WHEN THE ACFT DEVIATED BLO THE ASSIGNED ALT. THE CTLR TRIED TO CONTACT THE PLT, BUT LOST RADIO & RADAR CONTACT. SHORTLY THEREAFTER, WITNESSES SAW THE ACFT COME OUT OF CLDS IN A STEEP RGT WING LOW, NOSE DOWN ATTITUDE. IT CRASHED WITH A HI RATE OF SPD & DISINTEGRATED DRG IMPACT; PARTS OF THE WRECKAGE WENT INTO A NRBY LAKE. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. AN INV REVEALED THERE WAS A LINE OF TSTMS MVG THRU THE AREA AT 35 KTS WITH TOPS TO 34,000'. THE PLT RCVD A DETAILED BRIEFING OF TSTMS AT 0540, BUT THE UPDATE BRIEFING AT 0737 DIDN'T INCLUDE PERTINENT INFO IN SEVERE TSTM WATCH #516 (ISSUED AT 0611) OR CONVECTIVE SIGMET 18C. PLT DIDN'T ASK FOR UPDATE OF WX HE WAS APCHG, BUT THE ACFT WAS RADAR EQUIPPED. THE 1102 AUSTIN WX WAS IN PART: TSTMS, WIND 010 DEG AT 18 GUSTING 32 KTS.

Brief of Accident (Continued)

File No. - 2496

9/12/87

AUSTIN, TX

A/C Reg. No. N1158T

Time (Lc1) - 1100 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - INADEQUATE - ATC PERSONNEL(FSS)
 2. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
 3. WEATHER CONDITION - THUNDERSTORM
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2586

9/27/87

HOUSTON, TX

A/C Reg. No. N9296W

Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
DESTROYED
Fire IN FLIGHT

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1800 FT SCATTERED
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WEST HOUSTON
Runway Ident - 15
Runway Lth/Wid - 4000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 62

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 507	Last 24 Hrs -	2
Make/Model-	233	Last 30 Days-	UNK/NR
Instrument-	22	Last 90 Days-	103

Instrument Rating(s) - NONE

-----Narrative-----

PLT EXECUTED AN EMERGENCY LANDING INTO TREES AFTER HE EXPERIENCED AN INFLIGHT FIRE AND ENG FAILURE SHORTLY AFTER T/O. THE LNDG IN THE TREES WAS EXECUTED AFTER THE PLT DECIDED THAT HE COULD NOT MAKE IT TO A CLEAR AREA. INVESTIGATION REVEALED THAT THE FIRE HAD INITIATED IN THE AREA OF THE MUFFLER AND CARBURETOR. EXAMINATION OF THE MUFFLER REVEALED THAT IT HAD WRINKLED AND CRACKED AS A RESULT OF SEVERE OXIDATION AND NORMAL HEAT EXPANSION. ANALYSIS OF THE EXHAUST DEPOSITS ON THE CRACK SURFACES AND THE EXTERIOR SKIN OF THE MUFFLER INDICATED THAT THE MUFFLER HAD BEEN CRACKED FOR SOME TIME PRIOR TO THE ACCIDENT. THE ACFT HAD RECEIVED AN ANNUAL 278 HRS PRIOR TO THE ACCIDENT, BUT HAD NOT BEEN INSPECTED FOR THE 3 YRS PRIOR TO THE LAST INSPECTION. THERE WERE NO RECORDS SHOWING WHERE THE MUFFLER HAD EVER BEEN OVERHAULED OR REPLACED DURING THE ACFT'S 2,650 HR HISTORY. MFGR RECOMMENDS MUFFLER REPLACEMENT EVERY 1,000 HRS.

Brief of Accident (Continued)

File No. - 2586

9/27/87

HOUSTON, TX

A/C Reg. No. N9296W

Time (Lc1) - 1630 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EXHAUST SYSTEM, MUFFLER - FAILURE, PARTIAL
2. MAINTENANCE, REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. EXHAUST SYSTEM, MUFFLER - CRACKED
4. MAINTENANCE, 100 HOUR INSPECTION - NOT PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #4 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2587 10/12/87 CRYSTAL CITY, TX A/C Reg. No. N6512E Time (Lcl) - 2030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 175	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PEARSALL, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PRIVATE
Wind Dir/Speed- 100/002 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1235
SE LAND	Months Since - 30	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 1200
		Instrument- 0
		Last 30 Days- 2
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING A NIGHT VISUAL APCH TO HIS UNLIGHTED PVT STRIP WHEN THE ACFT STRUCK TREES, FLEW UNDER A PWR LINE, STRUCK ADDITIONAL TREES & SUBSEQUENTLY IMPACTED THE GND. THE ACDNT OCCURRED APRX 2.5 MILES SHORT OF THE THRESHOLD. SAMPLES OF THE PLT'S BLOOD WERE DRAWN ABOUT 3.5 HRS AFTER THE ACDNT. TOXICOLOGY CHECKS SHOWED A BLOOD ALCOHOL LEVEL OF 0.03%, 423 NG/ML OF METHAMPHETAMINE & 28 NG/ML OF AMPHETAMINE.

Brief of Accident (Continued)

File No. - 2587

10/12/87

CRYSTAL CITY, TX

A/C Reg. No. N6512E

Time (Lcl) - 2030 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 3. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
 4. LIGHT CONDITION - DARK NIGHT
 5. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
 6. OBJECT - TREE(S)
 7. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,7

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2539 11/04/87 FULTON, TX A/C Reg. No. N3666W Time (Lcl) - 1118 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 7	Rated Power	- 260 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 280/004 KTS</p> <p>Visibility - .250 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 300 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ROCKPORT, TX</p> <p>Destination FREEPORT, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>ARANSAS COUNTY</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 4500/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
--	--	--

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 100
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	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-----

ACFT DEPARTED IN CONDITIONS OF LOW CEILING AND VISIBILITY WITH A STUDENT PLT AND PAX ON BOARD. WITNESSES AT THE ARPT ESTIMATED THE CEILING AS 150 TO 300 FT OVC WITH 1/8 TO 1/4 MILE VIS IN FOG. AFTER LIFT OFF THE ACFT ENTERED THE FOG IN A RT CLIMBING TURN AND REAPPEARED OVER THE RUNWAY HEADING IN THE OPPOSITE DIRECTION AT VERY LOW ALTITUDE. WITNESSES ON THE BEACH, ABOUT 1/2 MILE FROM THE ARPT STATED THAT THE WEATHER WAS "POOR AND FOGGY". THEY OBSERVED THE ACFT IMPACT THE WATER IN A RT BANK AND DISAPPEAR. INVESTIGATION REVEALED THAT THE ENG DRIVEN VACUUM PUMP WAS INOPERATIVE AT THE TIME OF T/O. THE PUMP HAD A SHEARED DRIVE SHAFT THAT EXHIBITED CONSIDERABLE WEAR. IN ADDITION, THE PUMP VANES WERE EXCESSIVELY WORN AND ONE VANE WAS FOUND JAMMED BETWEEN THE ROTOR AND THE CASE. DETAILED EXAMINATION OF THE PUMP REVEALED THAT IT HAD BEEN INOPERATIVE FOR SOME TIME PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2539

11/04/87

FULTON, TX

A/C Reg. No. N3666W

Time (Lc1) - 1118 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
5. WEATHER EVALUATION - POOR - PILOT IN COMMAND
6. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

8. VACUUM SYSTEM - INOPERATIVE
9. FLIGHT/NAV INSTRUMENTS, ATTITUDE GYRO - INOPERATIVE
10. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
11. SPATIAL DISORIENTATION - PILOT IN COMMAND
12. MAINTENANCE, REPLACEMENT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

13. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,7,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,8,9,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2574 11/11/87 DALLAS, TX A/C Reg. No. N876Q Time (Lcl) - 1758 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	ROUGH
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 570
SE LAND	Months Since - 1	Last 24 Hrs - 1
GLIDER	Aircraft Type - PA-18	Make/Model- 106
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT WAS NO. 3 IN THE PATTERN FOR LANDING ON RWY 17. HE SAID CARB HEAT WAS APPLIED ON DOWNWIND AND ENG POWER WAS USED UNTIL THE ACFT WAS ON A 3 MI FINAL. AT THAT POINT PWR WAS REDUCED AND A GLIDE WAS ESTABLISHED. A SHORT TIME LATER THE PLT ADVANCED THE THROTTLE TO ADJUST THE GLIDE AND THE ENG WOULD NOT ACCELERATE ABOVE IDLE. THE TEMP/DEW PT AT AN AIRPORT 10 MI N OF THE ACFT SITE WAS 55 DEG F AND 29 DEG F RESPECTIVELY. THE ACFT WAS REBUILT AND THE ENG WAS RUN AT THE CONCLUSION OF THE REBUILD PROJECT ON 1/14/89. THE ENG RAN NORMALLY AND NO EVIDENCE OF A MECHANICAL CAUSE FOR THE LOSS OF PWR WAS FOUND.

Brief of Accident (Continued)

File No. - 2574

11/11/87

DALLAS, TX

A/C Reg. No. N876Q

Time (Lc1) - 1758 CST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. FUEL SYSTEM, CARBURETOR - ICE
 3. THROTTLE/POWER CONTROL - 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

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) 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. - 2571 11/14/87 LANCASTER, TX A/C Reg. No. N8980J Time (Lcl) - 0650 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 3	0	0	0
Accident Occurred During -TAKEOFF		Pass 3	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 - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	POST, TX	LANCASTER
Wind Dir/Speed- 160/008 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 74
SE LAND	Months Since - 4	Last 24 Hrs - 0
	Aircraft Type - PA-28	Make/Model- 53
		Instrument- 2
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RECEIVED A WEATHER REPORT INDICATING THAT IFR CONDITIONS PREVAILED. AFTER TAKEOFF THE AIRPLANE TRAVELED APPROXIMATELY 1/2 MILE BEFORE IT CRASHED. PILOT WAS NOT INSTRUMENT RATED AND HAD VERY LITTLE TOTAL TIME. HE DID HAVE THREE HOURS OF NIGHT TIME AND TWO HOURS OF SIMULATED INSTRUMENTS, BUT NO ACTUAL INSTRUMENT TRAINING. IMPACT MARKS INDICATE THAT THE ACFT CRASHED RT WING FIRST WITH THE NOSE DOWN ABOUT 45 DEGREES. THE WRECKAGE TRAVELED FOR A TOTAL OF 144 FT. THE FRONT OF THE ACFT WAS DEMOLISHED. THE RT WING HAS SEPARATED INTO SEVERAL PIECES. THE FUSELAGE WAS BROKEN OPEN ON THE RT SIDE. THE ENG & PROP WERE PUSHED UNDER THE INSTRUMENT PANEL. CONTINUITY WAS ESTABLISHED BETWEEN THE FLT CONTROLS AND CONTROL SURFACES. CONTINUITY WAS ESTABLISHED THROUGH THE ENG. AN ENG TEARDOWN WAS NOT PERFORMED. ONE WITNESS SAW THE TAKEOFF BUT NO ONE SAW THE DESCENT OR CRASH BECAUSE OF LOW VISIBILITY. FOUR PERSONS REPORTED HEARING THE ACFT FLY OVER AT LOW ALT WITH REVVING ENG AND 3 OF THEM HEARD THE CRASH.

Brief of Accident (Continued)

File No. - 2571

11/14/87

LANCASTER, TX

A/C Reg. No. N8980J

Time (Lc1) - 0650 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - HAZE/SMOKE
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
7. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
8. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2487 5/30/87 CHESAPEAKE,VA A/C Reg. No. N39583 Time (Lc1) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	1
				0	0	0	0

-----Aircraft Information-----

Make/Model	- HAM WIZARD	Eng Make/Model	- ROTAX UNK	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 48 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	
Method	- UNK/NR	CHESAPEAKE,VA	
Completeness	- WEATHER NOT PERTINENT	Destination	
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- LIGHT AND VARIABLE	Runway Ident	- N/A
Visibility	- 10.0 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 2300 FT	Runway Surface	- N/A
Lowest Ceiling	- 2300 FT OVERCAST	Runway Status	- N/A
Obstructions to Vision	- NONE	ATC/Airspace	
Precipitation	- NONE	Type of Flight Plan	- NONE
Condition of Light	- DAYLIGHT	Type of Clearance	- NONE
		Type Apch/Lndg	- FORCED LANDING

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 150	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 6	Make/Model- 10	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DRG FLT, A PORTION OF THE EXHAUST STACK BROKE OFF & STRUCK THE WOODEN PROP. APRX 1/3 OF THE PROP SEPARATED & A SEVERE VIBRATION STARTED. THE PLT SHUT DOWN THE ENG & HEADED FOR AN OPEN FIELD. DUE TO LACK OF ALTITUDE, HE WAS BARELY ABLE TO CLEAR NEARBY TREES. SUBSEQUENTLY, THE ACFT LANDED HARD & WAS FURTHER DAMAGED. AN EXAM OF THE FAILED EXHAUST STACK REVEALED EVIDENCE OF A PREVIOUS CRACK.

Brief of Accident (Continued)

File No. - 2487

5/30/87

CHESAPEAKE,VA

A/C Reg. No. N39583

Time (Lcl) - 1900 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. EXHAUST SYSTEM,STACK - FATIGUE
 2. EXHAUST SYSTEM,STACK - SEPARATION
 3. PROPELLER SYSTEM/ACCESSORIES,BLADE - FAILURE,PARTIAL
 4. PROPELLER SYSTEM/ACCESSORIES - VIBRATION
-

Occurrence #2 LOSS OF POWER
Phase of Operation CRUISE

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 6. FLARE - NOT POSSIBLE -
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2511 10/09/87 LOWMOOR,VA A/C Reg. No. N3075E Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	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 - 160 HP	

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Itinerary

Last Departure Point
ROANOKE,VA
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 135/006 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 67
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 21300
Make/Model-	510
Instrument-	2230
Multi-Eng	- 16100
Last 24 Hrs	- 6
Last 30 Days-	UNK/NR
Last 90 Days-	265

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS INVOLVED IN POWERLINE PATROL OVER MOUNTAINOUS TERRAIN AT LOW ALTITUDE. THE PLT MADE A CLIMBING RIGHT TURN TO AVOID A RIDGE AND WENT INTO A VALLEY WHERE HE WAS BOXED IN BY TWO RIDGES. HE UNSUCCESSFULLY TRIED TO OUTCLIMB ONE OF THE RIDGES BEFORE HE COLLIDED WITH IT.

Brief of Accident (Continued)

File No. - 2511

10/09/87

LOWMOOR,VA

A/C Reg. No. N3075E

Time (Lcl) - 1430 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 2. LOW PASS - INITIATED - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 2535 11/19/87 WARRENTON, VA A/C Reg. No. N757ER Time (Lcl) - 1132 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED						
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	2	Serious	Minor	None
Accident Occurred During	-DESCENT			0	0	0	0
				0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	CHANTILLY, VA
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 220/006 KTS	ATC/Airspace
Visibility	- 25.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 14000 FT SCATTERED	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

Airport Data	
Runway Ident	- N/A
Runway Lth/Wid	- N/A
Runway Surface	- N/A
Runway Status	- N/A

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL,CFI	Current	- YES	Total	- 2618	Last 24 Hrs	- 2
SE LAND	Months Since	- 20	Make/Model	- 986	Last 30 Days	- UNK/NR
	Aircraft Type	- C-210	Instrument	- 211	Last 90 Days	- 122
			Multi-Eng	- 4		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED TO BE FLYING STRAIGHT AND LEVEL WHEN THE SOUNDS OF THE ENG WERE HEARD TO INCREASE. THE ONLY WITNESS SAW THE ACFT NOSE OVER AND DIVE INTO THE GROUND. RADAR TRACKING OF THE ACFT FLT PATH CONFIRMS THIS. INVESTIGATION REVEALED THAT THE THIS WAS THE STUDENT-PLTS FIRST FLT AND THAT HE WAS UNDER A GREAT DEAL OF PRESSURE. EXAM OF THE ACFT AND ENG DID NOT DISCLOSE ANY EVIDENCE OF PREIMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2535

11/19/87

WARRENTON, VA

A/C Reg. No. N757ER

Time (Lcl) - 1132 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

-----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. - 2512 11/30/87 SOUTH HILL, VA A/C Reg. No. N8886X Time (Lcl) - 1440 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 NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - IMC
Wind Dir/Speed - UNK/NR
Visibility - UNK/NR

Lowest Sky/Clouds - N/A
Lowest Ceiling - 100 FT OVERCAST
Obstructions to Vision - UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FLORENCE, SC
Destination
MELFA, VA

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 - 45
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 100
Make/Model - UNK/NR
Instrument - UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON THE THIRD LEG OF A TRIP BETWEEN TAMPA, FL AND SUSSEX, NJ. THE PREVIOUS TWO STOPS WERE MADE BECAUSE OF ADVERSE WX CONDITIONS. BEFORE THIS FLIGHT HE WAS ADVISED BY FSS THAT VFR FLIGHT WAS NOT RECOMMENDED. HE FILED A VFR FLIGHT PLAN BUT DID NOT ACTIVATE IT. WITNESSES REPORTED THE ACFT WAS FLYING NORTHEAST BELOW A LOW OVERCAST. SOME WITNESSES SAID THE ACFT WAS FLYING IN CLOUDS. ONE WITNESS SAID THE CLOUDS WERE AT TREETOP LEVEL. THE ACFT REVERSED COURSE AND SOON AFTERWARDS IT DESCENDED TO THE GROUND. ONE WITNESS SAID THAT BEFORE THE ACFT DESCENDED IT PITCHED UP AND IT SPUN DURING THE DESCENT. THE ACFT COLLIDED WITH THE GROUND IN A REMOTE WOODED AREA.

Brief of Accident (Continued)

File No. - 2512

11/30/87

SOUTH HILL, VA

A/C Reg. No. N8886X

Time (Lcl) - 1440 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 4. SPATIAL DISORIENTATION - PILOT IN COMMAND
 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2401 12/17/87 CHANTILLY, VA A/C Reg. No. N23AZ Time (Lcl) - 1936 EST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-AVAIR INCORPORATED	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	1	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	1	0	5
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- SWEARINGEN SA-226	Eng Make/Model	- GARRETT TPE331-IOUA-5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 840 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	NEWARK, NJ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHANTILLY, VA	WASHINGTON/DULLES INTL
Wind Dir/Speed- 330/008 KTS	ATC/Airspace	Runway Ident - 01R
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 11500/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 4200 FT OVERCAST	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7200
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - 6
	Aircraft Type - SA-227	Make/Model- 400
		Last 30 Days- UNK/NR
		Instrument- 1100
		Last 90 Days- 142
		Multi-Eng - 4900

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD DESCENDED THROUGH A CLOUD LAYER ENROUTE FOR THE SCHEDULED LNDG AT IAD AND ACCORDING TO THE CREW HAD PICKED UP SOME TRACE RIME ICE ON ITS WING SURFACES. ALTHOUGH PITOT AND SAS (STALL AVOIDANCE SYSTEM) HEAT WERE USED THE CAPTAIN ELECTED NOT TO USE ENGINE INLET ANTI-ICE. JUST INSIDE THE OUTER MARKER THE LEFT ENGINE LOST POWER FOLLOWED SHORTLY BY THE RIGHT ENGINE. THE CAPTAIN WAS ABLE TO SET THE ACFT DOWN IN AN OPEN FIELD WHERE THE GEAR COLLAPSED DURING THE LANDING ROLL. THE ENGINES WERE SUCCESSFULLY RUN-UP AT THE GARRETT FACILITY. THE FLT MANUAL CONTAINS A WARNING AND A NOTE STATING THAT ENGINE HEAT AND CONTINUOUS IGNITION MUST BE USED AFTER LEAVING ICING CONDITIONS UNTIL THE PLT IS CONFIDENT THAT ANY SIGNIFICANT RESIDUAL ICE WILL NOT BE INJECTED INTO THE ENGINES. ICE WAS FOUND LYING BENEATH THE RT WING WHICH MATCHED THE CURVATURE OF THE LEADING EDGE OF THE WING. A ROUND CONICAL SHAPED PIECE OF ICE WAS FOUND ALONG THE WRECKAGE PATH WHICH MATCHED THE NOSE OF THE PROPELLER SPINNER.

Brief of Accident (Continued)

File No. - 2401

12/17/87

CHANTILLY,VA

A/C Reg. No. N23AZ

Time (Lc1) - 1936 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. ALL ENGINES -
2. WEATHER CONDITION - ICING CONDITIONS
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. ANTI-ICE/DE-ICE SYSTEM - NOT USED - PILOT IN COMMAND
5. INADEQUATE INITIAL TRAINING - CHECK PILOT
6. INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - COMPANY/OPERATOR MGMT
7. WING,SKIN - ICE

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - OPEN FIELD
9. TERRAIN CONDITION - DOWNHILL
10. LIGHT CONDITION - DARK NIGHT

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 2,7,8,9,10

Brief of Accident

File No. - 2424 7/05/87 SPRINGFIELD,VT A/C Reg. No. N54MS Time (Lcl) - 1450 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - MCCULLOCH MONERAI "S"
Landing Gear - UNK/NR
Max Gross Wt - 450
No. of Seats - 1

Eng Make/Model - XENOA
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 18 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 - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANCHESTER,NH
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE

GLIDER

Age - 61

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 285	Last 24 Hrs	- 2
Make/Model-	225	Last 30 Days-	7
Instrument-	0	Last 90 Days-	14

Instrument Rating(s) - NONE

-----Narrative-----

THE MONERAI "S" (N54MS, A PWRD GLIDER) EXPERIENCED AN INFLT FAILURE OF THE LEFT WING SPAR & CRASHED. AN INVESTIGATION REVEALED THE ACFT WAS BEING OPERATED IN EXCESS OF ITS MAX GROSS WT LIMIT OF 450 LBS. THE PLT OF AN UNPOWERED MONERAI SAID HE & 3 OTHERS (INCLUDING THE PLT OF N54MS) WERE FLYING IN A THERMAL WHEN HE NOTED A SUDDEN, SHARP "UP-GUST." HE DESCRIBED THIS "UP-GUST" AS BEING STRONGER THAN ANY HE HAD EVER EXPERIENCED IN 5 YRS OF FLYING HIS GLIDER. HE HAD SEEN N54MS IN THE SAME THERMAL, BUT WAS NOT OBSERVING IT WHEN THE ACDNT OCCURRED. A GROUND WITNESS SAW N54MS DESCENDING OUT OF CONTROL WITH THE APPEARANCE OF BOTH WINGS POINTING UPWARD. A METALLURGICAL EXAM REVEALED THE LEFT WING SPAR HAD FAILED FROM OVERLOAD.

Brief of Accident (Continued)

File No. - 2424

7/05/87

SPRINGFIELD,VT

A/C Reg. No. N54MS

Time (Lc1) - 1450 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - UPDRAFT
 3. WING, SPAR - FAILURE, TOTAL
 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

Brief of Accident

File No. - 2501 8/15/87 VERGENNES,VT A/C Reg. No. N8288A Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	2

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-FB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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 -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BASIN HARBOR
Runway Ident - 02
Runway Lth/Wid - 3000/ 100
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-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 460	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING ATTEMPT AT BASIN HARBOR AIRPORT, THE PILOT CAME IN HIGH AND FAST. HE DID NOT CORRECT AND FAILED TO GO AROUND. HE OVERRAN THE RUNWAY AND CRASHED INTO A DITCH CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 2501

8/15/87

VERGENNES,VT

A/C Reg. No. N8288A

Time (Lcl) - 1930 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No. - 2410 9/27/87 PLYMOUTH,VT

A/C Reg. No. N302RB

Time (Lcl) - 1445 EDT

-----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 - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/010 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
BASIN HARBOR,VT
Destination
NASHUA,NH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 245
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT ABOUT 5500', THE ENG LOST POWER & THE PROP CONTD TO WINDMILL, BUT THE PLT WAS UNABLE TO RESTART THE ENG. SUBSEQUENTLY, HE LANDED THE ACFT IN A ROUGH FIELD. DURING THE LANDING ROLL, THE PROP DUG INTO A MOUND OF DIRT & THE AIRCRAFT FLIPPED OVER. ACCORDING TO THE OWNER, A BOLT HAD NOT BEEN PROPERLY INSTALLED TO SECURE A CRANKSHAFT GEAR DURING OVERHAUL IN 1984.

Brief of Accident (Continued)

File No. - 2410

9/27/87

PLYMOUTH,VT

A/C Reg. No. N302RB

Time (Lcl) - 1445 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ACCESSORY DRIVE ASSY - FAILURE,PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2499 10/06/87 NEWPORT,VT A/C Reg. No. N39857 Time (Lcl) - 0800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED		Injuries			
Type of Operation	-BUSINESS	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During	-TAKEOFF			0	0	0	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	- 3000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	TURNERS FALLS,MA	NEWPORT STATE	
Wind Dir/Speed	- UNK/NR		Runway Ident	- 18
Visibility	- UNK/NR	ATC/Airspace	Runway Lth/Wid	- 4000/ 100
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 331	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- 331	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 33	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENG LOST POWER AS THE ACFT WAS CLIMBING THRU ABOUT 75' AGL. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING AN EMERG LANDING. AN EXAM REVEALED THE ACFT HAD A VERY LOOSELY FITTING FUEL CAP & WATER WAS FOUND IN THE FUEL LINES & SUMPS. THE PLT SAID HE HAD CHECKED THE FUEL DURING THE PREFLIGHT, BUT APPARENTLY THE SAMPLES WERE ALL WATER WHICH HE MISTOOK AS FUEL. THE ACDNT OCCURRED AFTER RECENT HEAVY RAINFALL.

Brief of Accident (Continued)

File No. - 2499

10/06/87

NEWPORT,VT

A/C Reg. No. N39857

Time (Lcl) - 0800 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,CAP - LOOSE
2. FLUID,FUEL - WATER
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

-----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. - 2465 6/07/87 MIDDLETON, WI A/C Reg. No. N1358R Time (Lcl) - 1408 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass 3	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-5	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WAUPACA, WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MOREY AIRPORT
Wind Dir/Speed- 240/015 KTS		Runway Ident - 18
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 2260/ 135
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - 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 - 78
SE LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 14
		Last 30 Days- 1
		Instrument- 2
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD COMMUNICATED WITH OTHER PILOTS CONCERNING THE DIFFICULTIES HE WAS HAVING WITH THE WINDS. HE HAD ALREADY ATTEMPTED APPROACHES TO TWO OTHER RUNWAYS BUT HAD FAILED TO COMPLETE A LANDING. HE ASKED THE PILOT OF A RECENT ARRIVAL FOR THE WIND INFORMATION. HE THEN ATTEMPTED A LANDING TO RUNWAY 18. THE AIRCRAFT STRUCK A THRESHOLD MARKER, HALF OF THE ELEVATOR WAS SEVERED FROM THE AIRCRAFT, THE AIRCRAFT BOUNCED SEVERAL TIMES ON THE RUNWAY, AND THEN WITNESSES STATED THAT THEY HEARD THE POWER BEING ADDED AND THE AIRCRAFT ACCELERATED. THE AIRCRAFT WAS DESCRIBED BY WITNESSES AS FLYING ERRATICALLY. THE AIRCRAFT STRUCK A TREE AND THEN THE GROUND WITH A POST IMPACT FIRE ERUPTING IMMEDIATELY. A WITNESS REPORTED THE WINDS FROM 240 DEGREES AT 15 GUSTING TO 25.

Brief of Accident (Continued)

File No. - 2465

6/07/87

MIDDLETON,WI

A/C Reg. No. N1358R

Time (Lc1) - 1408 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. OBJECT - AIRPORT FACILITY
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. FLIGHT CONTROL,ELEVATOR - LOSS,PARTIAL

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) 4,5,6,7

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. - 2514 6/20/87 TOMAH,WI A/C Reg. No. N7189T Time (Lcl) - 0825 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			1	1	0
					None

-----Aircraft Information-----

Make/Model - CESSNA 172A	Eng Make/Model - CONTINENTAL O-300-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/004 KTS Visibility - 7.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 4000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point TOMAH,WI Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity ON AIRPORT Airport Data TOMAH BLOYER Runway Ident - 25 Runway Lth/Wid - 3587/ 40 Runway Surface - GRASS/TURF Runway Status - DRY
--	---	---

-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 44 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - C-172	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 264 Make/Model- UNK/NR Instrument- 10 Last 24 Hrs - UNK/NR Last 30 Days- 5 Last 90 Days- 12
--	---	---

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD FLOWN A CLOSED PATTERN AND WAS MAKING TOUCH AND GO LANDING. A WITNESS SAW THE ACFT BOUNCE AND THEN INITIATE A GO AROUND. THE SURVIVING PAX SAID THE STALL WARNING HORN WAS SOUNDING "A LONG TIME." AT MIDPOINT OF DOWNWIND LEG THE ACFT STALLED OUT. THE ACFT IMPACTED THE GROUND IN A VERTICAL DIVE. POST ACC TEARDOWN OF THE ENG REVEALED IT WAS CAPABLE OF NORMAL OPERATION. NO MALFUNCTIONS OF THE ACFT WERE FOUND. THE FLAPS WERE FOUND SET AT 20 DEGREES DOWN OSITION. THE CARB HEAT CONTROL WAS DESTROYED IN THE CRASH SO ITS SETTING COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 2514

6/20/87

TOMAH,WI

A/C Reg. No. N7189T

Time (Lc1) - 0825 CDT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

Brief of Accident

File No. - 2430 6/21/87 MILWAUKEE,WI A/C Reg. No. N2678R Time (Lcl) - 2210 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 020/004 KTS
Visibility - .250 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MINNEAPOLIS,MN
Destination
MILWAUKEE,WI

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GENERAL MITCHELL FIELD
Runway Ident - 07
Runway Lth/Wid - 8010/ 150
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 64
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1100
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-----

DRG ARR AT THE MILWAUKEE/LAWRENCE J TIMMERMAN ARPT, THE PLT MADE 2 ATMTS TO USE THE LOCALIZER 15L APCH. AFTER THE 2ND MISSED APCH, HE ELECTED TO DIVERT TO MILWAUKEE/GENERAL MITCHELL FLD (MKE). AT THAT TIME, HE WAS ADZD THE MKE WX WAS 300' OVC, 1/4 MI VIS WITH FOG, RVR 3500'. THE PLT WAS CONTINUALLY ADZD OF THE RVR AT MKE. INITIALLY, THE RVR WAS VRBL BTN ABT 6000 & 3500 FT. AFTER BEING CLRD FOR THE APCH, THE PLT ACKNOWLEDGED CLNC TO TWR FREQ, BUT DELAYED FREQ CHG UNTIL REMINDED. WHEN HE FINALLY CONTACTED THE TWR, HE WAS CLRD TO LAND. HE WAS ADZD THE RVR HAD DROPPED TO 2000', THEN ABOUT 1 MIN LATER, WAS TOLD IT WAS 1800', BUT THE PLT DID NOT REPLY. AFTER ABOUT ANOTHER MIN, AN ELT SIGNAL WAS HEARD FOR ABOUT 2 SEC & RADIO CONTACT WAS LOST WITH THE ACFT. THE AIRCRAFT HAD HIT A TREETOP, CRASHED & BURNED ABOUT 1/4 MI FM THE APCH END OF RWY 7. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND. TEN MIN AFTER THE ACNT, MKE WX WAS IN PART: 100' OBSCURED, 1/4 MI WITH FOG. MINS FOR THE APCH WERE 200' CEILING & 1/2 MI VIS OR 2400' RVR.

Brief of Accident (Continued)

File No. - 2430

6/21/87

MILWAUKEE,WI

A/C Reg. No. N2678R

Time (Lcl) - 2210 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. FLIGHT TO ALTERNATE DESTINATION - PERFORMED -
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - BELOW APPROACH MINIMUMS
6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. PROPER GLIDEPATH - 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) 6,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2478 6/22/87 PLOVER, WI A/C Reg. No. N57791 Time (Lcl) - 0730 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -MANEUVERING			0	1	0	0
			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-36	Eng Make/Model - LYCOMING IO-720	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 400 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PLOVER, WI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN OVC	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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4451
SE LAND,ME LAND	Months Since - 1	Make/Model- 828
HELICOPTER	Aircraft Type - C-182	Instrument- 46
		Multi-Eng - 38
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 103
		Rotorcraft - 115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER SPRAYING MOST OF A BEAN CROP, THE PLT WAS MAKING CLEAN-UP SWATHS OVER AN AREA AT THE NORTH SIDE OF THE FIELD. THIS AREA HAD BLDGS TO THE WEST & TREES TO THE EAST. TO AVOID FLYING TOWARD THE BLDGS, THE PLT ELECTED TO MAKE THE PASSES TO THE EAST (TOWARD THE SUN). AS HE WAS PULLING UP FROM THE 3RD CLEAN-UP SWATH, THE ACFT ROSE ABOVE THE SHORTER TREES; HOWEVER, THE PLT DID NOT SEE A TALLER TREE DUE TO SUNGLARE & CHEMICAL SPRAY ON HIS WINDSHIELD. THE LEFT WING STRUCK THE TALL TREE, THEN THE ACFT YAWED TO THE LEFT, CRASHED & WAS EXTENSIVELY DMGD.

Brief of Accident (Continued)

File No. - 2478

6/22/87

PLOVER,WI

A/C Reg. No. N57791

Time (Lcl) - 0730 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 3. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
 4. LIGHT CONDITION - SUNGLARE
 5. VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND
 6. OBJECT - TREE(S)
 7. CLEARANCE - 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) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2433 7/21/87 TOMAH,WI A/C Reg. No. N228MC Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Fatal	Injuries			
Type of Operation -TEST FLT	Fire	Crew	0	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0	
Accident Occurred During -DESCENT				0	0	0	

-----Aircraft Information-----

Make/Model - ROBINSON AVID FLYER	Eng Make/Model - ROTAX 532	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 64 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BLOYER FIELD
Wind Dir/Speed- 210/004 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3580/ 40
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	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 - 1	Make/Model- 0
	Aircraft Type - C-150	Instrument- 5
		Last 24 Hrs - 0
		Last 30 Days- 2
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT, HIWING ACFT HAD JUST BEEN ASSEMBLED BY THE OWNER/PLT & WAS READIED FOR ITS 1ST FLT. AFTER TAKEOFF FROM RWY 25, THE ACFT ENTERED A CLIMB, TURNED BACK OVER THE ARPT & CROSSED OVER THE RWY. SUBSEQUENTLY, IT WAS MANEUVERED ABOUT 500 TO 800 FT SOUTH OF THE RWY, IN THE VICINITY OF A LEFT BASE TURN TO RWY 25. WHILE IN A LEFT TURN, THE BANK ANGLE INCREASED TO ABOUT 60 DEG & THE ACFT DESCENDED TO THE GROUND & CRASHED. IT STRUCK THE GROUND 486 FT SHORT OF RWY 25 ON A HDG OF 270 DEG. THE PLT WAS SERIOUSLY INJURED & COULD NOT REMEMBER DETAILS OF THE ACDNT. HE STATED HE COULD NOT GET FULL POWER FROM THE ENG. HOWEVER, NO SPECIFIC PROBLEMS WERE FOUND DURING AN EXAM OF THE ENG, EXCEPT THAT DEPOSITS IN THE FRONT CYLINDER WERE INDICATIVE OF A SLIGHTLY RICH FUEL MIXTURE.

Brief of Accident (Continued)

File No. - 2433

7/21/87

TOMAH,WI

A/C Reg. No. N228MC

Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2477 8/05/87 OSHKOSH,WI A/C Reg. No. N76249 Time (Lcl) - 1405 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries		
	NONE		Fatal	Serious	Minor
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -STANDING					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 120	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LAFAYETTE,IN	WITTMAN FIELD
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5000 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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 10100
SE LAND,ME LAND	Months Since - 1	Make/Model- 35
	Aircraft Type - UNK/NR	Instrument- 1000
		Multi-Eng - 9700
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TAXIING OUT OF THE ANTIQUE/CLASSIC CAMPING AREA AT OSHKOSH WITH THE ASSISTANCE OF WING WALKERS WHEN HE STOPPED TO PERMIT THE PAX (HIS WIFE) TO PERFORM AN ERRAND. THE PAX DEPLANED & WENT UNDER THE OUTER 1/3 OF THE WING STRUT, THEN WALKED BACK INTO THE PATH OF THE IDLING PROP. HER LEFT FOREARM WAS NEARLY SEVERED.

Brief of Accident (Continued)

File No. - 2477

8/05/87

OSHKOSH,WI

A/C Reg. No. N76249

Time (Lc1) - 1405 CDT

Occurrence #1 PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
 3. DIVERTED ATTENTION - PASSENGER
-

----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. - 2405

8/06/87

FAIRWATER,WI

A/C Reg. No. N6793J

Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 210/013 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 8000 FT
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SCHAUMBURG,IL
Destination
OSHKOSH,WI

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,CFI
SE LAND,ME LAND

Age - 69
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	1236	Last 24 Hrs	-	4
Make/Model	-	191	Last 30 Days	-	UNK/NR
Instrument	-	160	Last 90 Days	-	26
Multi-Eng	-	88			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE PLT ATTEMPTED TO ADD PWR TO LEVEL OFF FROM A DSCNT, THE ENG DID NOT RESPOND. HE THEN APPLIED CARB HEAT & TRIED TO RESTART THE ENG, BUT TO NO AVAIL. DURING AN EMERG LANDING, THE ACFT TOUCHED DOWN WITH A TAILWIND, STRUCK A FENCE & SKIDDED TO A STOP IN A CORNFIELD. NO PREIMPACT MECHANICAL PROBLEMS WERE RPRTD. THE PLT BELIEVED THE ENG MAY HAVE LOST PWR DUE TO CARB ICE; CONDS WERE CONDUCTIVE TO CARB ICE.

Brief of Accident (Continued)

File No. - 2405

8/06/87

FAIRWATER,WI

A/C Reg. No. N6793J

Time (Lcl) - 1130 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FUEL SYSTEM,CARBURETOR - ICE
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. OBJECT - FENCE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

Brief of Accident

File No. - 2429 11/08/87 CUMBERLAND, WI A/C Reg. No. N6501S Time (Lcl) - 0300 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

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 1.500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
RICE LAKE, WI
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

CUMBERLAND MUNI
Runway Ident - 09
Runway Lth/Wid - 4400/ 60
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 20
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-150H

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 54
Make/Model- 54
Instrument- 3
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 0112 CST, THE PLT TELEPHONED THE FSS & REQUESTED A WX OUTLOOK FOR A 0600 CST DEPARTURE. THE WX BRIEFER ADZD THE WX TO THE SOUTH WAS DETERIORATING & THAT THE DESTN WOULD BE IFR BY ABOUT THE PLANNED DEPARTURE TIME. ALSO, THE BRIEFER SUGGESTED THE PLT COULD DELAY HIS FLT AS A SLOW IMPROVEMENT WAS EXPECTED. AT ABOUT 0130 TO 0200 CST, THE PLT TOOK OFF. DURING ARRIVAL, HE SAW THE ARPT BEACON & CONTD. HOWEVER, THE ACFT SUBSEQUENTLY CRASHED ABOUT 1000' SOUTH OF RWY 9, NEAR THE DEP END. DUE TO HIS INJURIES, THE PLT COULD NOT REMEMBER THE OCCURRENCE. A POLICE OFFICER, WHO RESPONDED TO THE ACDNT, SAID HE HAD TO LIMIT HIS SPEED TO APRX 30 TO 35 MPH DUE TO HVY GROUND FOG. AN EXAM REVEALED THAT DURING IMPACT THE NOSE & LEFT MAIN GEAR COLLAPSED; THE PROP, ENG COMPARTMENT, & BOTH WING TIPS WERE DAMAGED; & THE AFT FUSELAGE WAS BROKEN & BENT DOWNWARD BEHIND THE WINGS & CABIN AREA. ABOUT 45 MI SSE AT EAU CLAIRE, WI, THE 2251 CST WX WAS IN PART: 400' OBSCURED, VIS 1.5 MI WITH FOG & DRIZZLE.

Brief of Accident (Continued)

File No. - 2429

11/08/87

CUMBERLAND, WI

A/C Reg. No. N6501S

Time (Lc1) - 0300 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - DRIZZLE
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

7. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2592 2/21/87 MARTINSBURG,WV A/C Reg. No. N756KZ Time (Lc1) - 1104 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	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 R-182	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point CHANTILLY,VA	Airport Data
Method - N/A	Destination SAME AS ACC/INC	EASTERN WEST VA REGIONAL
Completeness - N/A	ATC/Airspace	Runway Ident - 35
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 5001/ 150
Wind Dir/Speed- 080/003 KTS	Type of Clearance - VFR	Runway Surface - ASPHALT
Visibility - 25.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1162
SE LAND,ME LAND	Months Since - 17	Make/Model- 23
	Aircraft Type - C-172	Instrument- 138
		Multi-Eng - 46
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE FORGOT TO MAKE A FINAL BEFORE LNDG CHECK BECAUSE HE WAS CONCENTRATING ON TRAFFIC AND THE SHORT LNDG HE HAD BEEN REQUESTED TO MAKE. TWR PERSONNEL VIOLATED USAF PROCEDURES WHEN THEY REQUESTED THAT THE ACFT HOLD SHORT OF THE EAST-WEST RWY ON LNDG AND WHEN THEY DID NOT REMIND THE PLT TO CHECK WHEELS DOWN PRIOR TO LNDG.

Brief of Accident (Continued)

File No. - 2592

2/21/87

MARTINSBURG,WV

A/C Reg. No. N756KZ

Time (Lcl) - 1104 EST

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT PERFORMED - PILOT IN COMMAND
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - ATC PSNL(LCL/GND/CLNC)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

EMBRY-RIDDLE AERO U. DAYTONA BEACH



3 1745 00071 9347

U.S. DEPARTMENT OF COMMERCE
National Technical Information Service
Springfield, Va 22161

OFFICIAL BUSINESS
Penalty for Private Use, \$300

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID
U S DEPARTMENT OF COMMERCE
COM-211

SPECIAL FOURTH-CLASS RATE
BOOK

