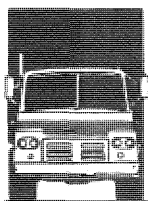
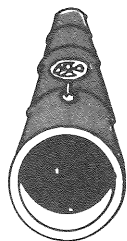
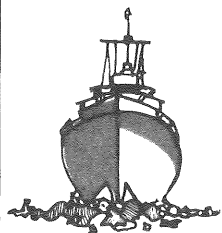
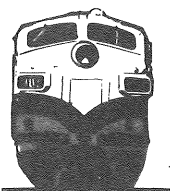
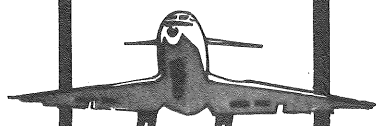
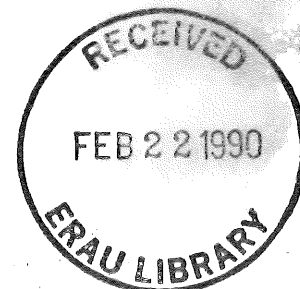


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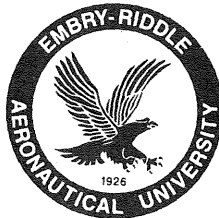
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 1 OF 1988 ACCIDENTS**

NTSB/AAB-89/08

UNITED STATES GOVERNMENT



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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1988. 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: 0001 through 0200			
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 1

CALENDAR YEAR 1988

File Order Listing - Issue No. 1, 1988

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1	2797L	010988	RIO RANCHO, NM	RAVEN	RX-7	NONE	240
2	62491	013088	PEYTON, CO	PIPER	PA-18-150	NONE	134
3	61DR	011888	BOWIE, AZ	AEROSPATIALE	SA-341G	NONE	88
4	50738	011288	CAROLINA BEACH, NC	CESSNA	150	NONE	230
5	73036	010488	AKIACHAK, AK	CESSNA	207	NONE	2
6	9103W	011688	ANCHORAGE, AK	PIPER	PA-28	MINOR	10
7	4379U	011388	CHUGIAK, AK	CESSNA	150D	NONE	8
8	9974V	011788	ILIAMNA, AK	CESSNA	172	SERIOUS	12
9	3406S	011088	AURORA, CO	CESSNA	182G	NONE	126
10	48890	020888	PALAMINO VALLEY, NV	CESSNA	152	MINOR	260
11	2601D	021588	HEALY, AK	CESSNA	170	NONE	24
12	123TA	013088	COLD BAY, AK	PIPER	PA-32-300	SERIOUS	14
13	2423U	020888	CHUGIAK, AK	CESSNA	172	NONE	18
14	8250R	012588	BORGER, TX	BELLANCA	17-30A	MINOR	298
15	18225	022188	SPRINGFIELD, IL	CESSNA	150L	NONE	188
16	9950M	021288	BREVIK MISSION, AK	CESSNA	207	NONE	20
17	674M	021388	70 NW ANCHORAGE, AK	CESSNA	180	NONE	22
18	8429N	022388	KIPNUK, AK	PIPER	PA-32-300	NONE	26
19	7745Q	022888	MEKORYUK, AK	CESSNA	310Q	NONE	28
20	68945	030888	BIG LAKE, AK	CESSNA	152	NONE	34
21	6614H	012988	TOMBALL, TX	CESSNA	152	MINOR	300
22	210PE	012188	DANVILLE, VA	CESSNA	210	MINOR	334
23	14BK	010788	ROCK CAMP, WV	PIPER	PA-24-250	MINOR	380
24	96082	030388	CHUGIAK, AK	CESSNA	152	NONE	30
25	35284	011088	ST. CHARLES, MO	CESSNA	177	NONE	214

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26	2431N	020988	ADA, OK	CESSNA	120	SERIOUS	274
27	5120J	012688	URBANA, IL	CESSNA	T310R	NONE	186
28	383SP	020388	PONTIAC, MI	BEECH	A36	NONE	210
29	52794	021388	FRIDAY HARBOR, WA	CESSNA	172P	NONE	358
30	58332	031588	TOMBALL, TX	HUGHES	269C	MINOR	304
31	2811Q	011788	EVERETT, WA	CESSNA	172	NONE	348
32	5173G	021488	JEAN, NV	CESSNA	305A (L-19	FATAL	264
33	6202T	030288	MITCHELLVILLE, MD	CESSNA	150E	NONE	206
34	70364	031188	RUBY, AK	CESSNA	207	NONE	40
35	3100Z	032388	ANCHORAGE, AK	PIPER	PA-22	NONE	44
36	5045R	031088	OPHIR, AK	CESSNA	185F	NONE	36
37	1954U	030388	MCGRATH, AK	CESSNA	A185E	MINOR	32
38	3689D	020188	KETCHIKAN, AK	BEECH	58P	FATAL	16
39	6642E	021388	STEVENS PASS, WA	CESSNA	175	MINOR	356
40	26TM	012088	OMAHA, NE	AEROSPATIALE	AS-350B	MINOR	238
41	2614U	011888	ALBUQUERQUE, NM	CESSNA	402	MINOR	244
42	5245G	011088	LITTLETON, CO	CESSNA	305A	NONE	128
44	5063J	011188	CLOVIS, NM	BELLANCA	8GCBC	SERIOUS	242
45	1879P	011488	CASPER, WY	PIPER	PA-18-150	NONE	384
46	4897G	012288	DUCHESNE, UT	CESSNA	172N	NONE	328
48	34603	031788	TOK, AK	CESSNA	177	NONE	42
49	74169	010188	PHOENIX, AZ	BALLOON WORK	FIREFLY 8-	SERIOUS	84
50	49RC	012788	HALF MOON BAY, CA	COLMAN	BD-4	MINOR	104
51	6763G	032188	FAIRMONT, WV	CESSNA	150L	NONE	382
52	20129	022488	NORMAN, OK	CESSNA	172M	SERIOUS	276

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53	107LH	032988	RIDGEWAY, VA	ROTORWAY	RW-145	NONE	344
54	280SV	010888	GREELEY, CO	CESSNA	152	NONE	124
55	11312	020188	REYNOLDS, ND	CESSNA	150L	NONE	236
56	1246T	012788	COLORADO SPRING, CO	PIPER	PA-32-260	NONE	132
57	90165	011788	SUN CITY, AZ	ROBINSON	R22	SERIOUS	86
59	2516S	011388	BLYTHE, CA	CESSNA	T210L	MINOR	96
60	7468	021088	CODY, WY	PIPER	J3C	NONE	386
61	4914D	021288	ENGLEWOOD, CO	CESSNA	172N	NONE	142
62	9848M	022088	DURANGO, CO	CESSNA	TU-206	MINOR	146
63	6693R	022188	MILES CITY, MT	MOONEY	M20E	SERIOUS	228
64	2904C	022188	AURORA, CO	PIPER	PA-28RT-20	MINOR	150
65	8374C	031288	ELMA, WA	PIPER	PA-28R-200	MINOR	364
66	4932H	031788	GOLD BAR, WA	CESSNA	152	MINOR	366
67	2320E	012788	ST. ANTHONY, ID	CESSNA	172M	MINOR	180
68	5135T	022788	OTHELLO, WA	CHAMPION	7ECA	NONE	362
69	6380H	031088	LAS VEGAS, NV	CESSNA	207A	NONE	268
70	2249E	020588	HENDERSON, NV	CESSNA	172N	NONE	258
71	8307R	031888	LAS VEGAS, NV	BEECH	A24R	NONE	270
72	36352	031888	BLACKFOOT, ID	BELLANCA	8KCAB	NONE	184
73	81788	031988	UMPQUA, OR	AERONCA	7AC	SERIOUS	278
74	9894J	011988	PORT ANGELES, WA	CESSNA	150M	NONE	352
75	13Q	031088	CAHOKIA, IL	BELL	206B	NONE	190
76	7661A	021088	ROUNDUP, MT	CESSNA	180	NONE	224
77	4704J	032088	FULTON, MO	BEECH	23	NONE	218
78	6750Q	031588	WEST POINT, AR	GRUMMAN	G-164B	NONE	82

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79	8136R	031588	CHEROKEE, IA	BEECH	A36	NONE	178
80	2230D	021088	BURLINGTON, IA	PIPER	PA-34-200T	NONE	176
81	1071D	012888	ROLLA, MO	CESSNA	195	NONE	216
82	4613S	010888	DEWITT, AR	BEECH	58	NONE	78
83	4978C	011988	WICHITA, KS	CESSNA	206	NONE	200
84	8417F	020588	ROSWELL, NM	PIPER	PA-28-181	FATAL	246
85	4884U	012388	KIRKLAND, AZ	CESSNA	TU206G	FATAL	90
86	6072X	012788	LA PORTE, IN	MOONEY	M20A	MINOR	196
87	1706Q	012688	DIAMOND SPRINGS, CA	CESSNA	150L	NONE	102
88	7929E	012588	REDBLUFF, CA	CESSNA	150	NONE	100
89	2977T	011688	CHICO, CA	AERO COMMAND	200D	SERIOUS	98
91	7221F	011088	JUNEAU, AK	PIPER	PA-28-140	MINOR	6
92	9852S	030988	LAS VEGAS, NV	CESSNA	172	MINOR	266
93	1461L	022088	BIG BEAR CITY, CA	BEECH	A23	FATAL	114
94	7116G	041188	HOUSTON, TX	CESSNA	172K	NONE	314
95	2044E	040388	BONHAM, TX	AERONCA	7AC	NONE	308
95	7350R	040388	BONHAM, TX	CESSNA	R182	NONE	310
96	4647	022688	ALAMO, TX	GRUMMAN	G-164A	NONE	302
97	2359E	022188	GILA, NM	AERONCA	7AC	SERIOUS	248
98	400AH	010288	VERNAL, UT	HILLER	UH-12E	NONE	324
99	46701	011088	CONVERSE, IN	CESSNA	172K	SERIOUS	194
100	8439X	010988	WILLOW, AK	CESSNA	172	NONE	4
101	5120S	041888	CANTWELL, AK	CESSNA	206	NONE	50
102	86128	042388	KENAI, AK	CESSNA	337D	NONE	52
103	91290	042488	FAIRBANKS, AK	CESSNA	180	NONE	54

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104	756EY	022188	LOVELAND, CO	CESSNA	206G	NONE	148
105	32982	031388	RUIDOSO, NM	PIPER	PA-28-140	SERIOUS	254
106	5045J	031988	ELKO, NV	MARLOW HILYA	EXECUTIVE	SERIOUS	272
107	5328K	011988	VASHON ISLAND, WA	CESSNA	172P	NONE	350
108	7725D	032788	MUNCIE, IN	PIPER	PA-22-150	MINOR	198
109	35407	032688	MENDOTA, IL	CESSNA	172	NONE	192
110	9751T	022688	CRIVITZ, WI	CESSNA	172A	NONE	378
111	49540	021388	LANSING, MI	CESSNA	152	NONE	212
112	5060R	041788	FAIRBANKS, AK	CESSNA	185	NONE	48
114	262AA	012788	DECATUR, MI	MCDONNELL DO	DC-9-82	SERIOUS	208
115	55PA	021488	CIRCLE, MT	PIPER	J3C-65	NONE	226
116	3631H	021788	SPARTANBURG, SC	ERCOUPE	415C	NONE	288
117	115MC	022888	WILLIAMSBURG, VA	PERKINS	CHRISTEN E	FATAL	336
118	63632	040388	CHESTERFIELD, VA	CESSNA	150M	NONE	346
119	6360S	032288	RIDGEWAY, VA	CESSNA	150G	NONE	338
120	81DS	022888	LOS LUNAS, NM	RAVEN	S55A	SERIOUS	250
121	67515	021888	HURRICANE, UT	CESSNA	152	NONE	330
122	748BC	011888	LITTLE ROCK AFB, AR	MEYER	VARI-EZE	FATAL	80
123	6372K	012088	DELTA, UT	CESSNA	150M	NONE	326
124	1153A	020388	BRIGHTON, CO	PIPER	PA-18-125	FATAL	140
125	996SA	011988	CHARLOTTE, NC	DEHAVILLAND	DHC-6-200	SERIOUS	232
126	1703R	022088	JACKSONVILLE, AL	CESSNA	182RG	SERIOUS	76
127	7243B	040288	NASHVILLE, TN	BEECH	A-36	NONE	292
128	23899	031388	MAIDEN, NC	TAYLORCRAFT	BC-65	MINOR	234
129	3LB	042288	CHESTER, SC	CIRRUS	STANDARD	SERIOUS	290

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130	1414U	042288	WALLAND, TN	CESSNA	172F	NONE	294
131	1592F	051688	TUNTUTULIAK, AK	CESSNA	185E	NONE	68
132	4571K	060188	CHUGIAK, AK	CESSNA	206	NONE	72
133	7069F	012788	LAKE HAVASU CTY, AZ	CESSNA	150F	NONE	92
134	3LD	032688	RICHLANDS, VA	DREYER-STARD	SA-300	NONE	342
135	9209	052688	MIDDLETOWN, DE	ENSTROM	F-28A	NONE	160
136	54768	050388	LARSON BAY, AK	PIPER	PA-18-150	FATAL	56
136	9030R	050388	LARSON BAY, AK	CESSNA	185F	FATAL	58
137	8842D	050988	KODIAK, AK	PIPER	PA-22-160	NONE	64
138	3316Z	012488	KENNEWICK, WA	PIPER	PA-22-150	NONE	354
139	8919C	022588	YAKIMA, WA	PIPER	PA-22-135	NONE	360
140	7158V	041588	THE DALLES, OR	MOONEY	M20E	MINOR	284
141	2839V	042888	PASCO, WA	BEECH	35	NONE	374
142	9660K	031988	CASHMERE, WA	STINSON	108-2	NONE	368
143	9393H	013188	PUEBLO, CO	CESSNA	182R	NONE	136
144	47567	030888	FORT COLLINS, CO	CESSNA	152	NONE	152
145	7863S	032188	GOBERNADOR, NM	BELL	47G-3B1	NONE	256
146	9393C	032488	LOGAN, UT	CESSNA	180	NONE	332
147	9937U	011688	ELBERT, CO	GULFSTREAM A	AA-5A	FATAL	130
148	8929	032188	GREELEY, CO	BELLANCA	7GCAA	NONE	154
149	9419C	021388	AURORA, CO	PIPER	PA-28-161	NONE	144
150	6587W	032288	CHATHAM, VA	PIPER	PA-28-140	NONE	340
151	80799	050288	PIPE CREEK, TX	GLOBE	GC-1B	NONE	320
152	704MF	041888	AZLE, TX	CESSNA	150M	SERIOUS	318
153	6620K	041188	LISSIE, TX	GRUMMAN	G-164B	NONE	316

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154	4029D	040488	LA SALLE, TX	HILLER	UH-12E	NONE	312
155	8150K	040288	PALACIOS, TX	GRUMMAN	G-164	NONE	306
156	32CP	051888	ASIGIYUKPAK, AK	CESSNA	175B	MINOR	70
157	3327E	060188	HATCHER PASS, AK	CESSNA	172N	FATAL	74
158	6592G	050388	KOTZEBUE, AK	CESSNA	150L	FATAL	60
159	22901	050688	HUNTER CREEK, AK	CESSNA	185F	MINOR	62
160	4844X	051488	ANCHORAGE, AK	CESSNA	U206	NONE	66
161	78AJ	031088	MCGRATH, AK	PIPER	PA-18	NONE	38
162	2532E	041688	TALKEETNA, AK	AERONCA	7DC	NONE	46
163	20484	020788	RED LODGE, MT	CESSNA	172M	FATAL	222
164	2036C	020988	SAN JOSE, CA	BEECH	M35	NONE	110
165	76JJ	041188	SAINT JOHN, WA	STEEN	SKYBOLT GT	FATAL	372
166	66727	032088	FOX, OR	CESSNA	150	NONE	280
167	10442	032788	ARLINGTON, WA	CESSNA	305-A	NONE	370
168	68915	021388	LOVELOCK, NV	PIPER	AEROSTAR 6	NONE	262
169	1201M	020288	FRIEDENS, PA	CESSNA	337E	FATAL	286
170	4290R	012988	TWIN FALLS, ID	PIPER	PA-32-300	NONE	182
171	2958D	032688	ASHLAND, OR	CESSNA	170	MINOR	282
172	4723J	051588	ANACORTES, WA	CESSNA	172N	NONE	376
173	78143	051788	POWDERLY, TX	GLOBE	GC-1B	SERIOUS	322
174	3799Y	052888	NEW ROADS, LA	CESSNA	210D	NONE	204
175	3829A	031988	PHELAN, CA	SCHWEIZER	SGS 1-26A	NONE	122
176	5327F	010588	PEMBROKE PARK, FL	PIPER	PA-32R-300	FATAL	164
177	8429H	010288	MERRITT ISLAND, FL	BELLANCA	14-13	MINOR	162
178	36534	012088	PORT SAINT JOE, FL	AIR TRACTOR	AT-301	SERIOUS	170

File Order Listing - Issue No. 1, 1988

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179	5244N	011688	TAMPA, FL	CESSNA	182Q	MINOR	166
181	29076	011788	POMPANO BEACH, FL	CHRISTEN	A-1	SERIOUS	168
182	235UV	012788	VENICE, FL	CESSNA	411	FATAL	172
185	7987M	020588	FERNANDINA BCH, FL	BEECH	V-35	NONE	174
186	4226V	042588	CHENEYVILLE, LA	PEZETEL	PZL-M-18	NONE	202
187	2517K	011188	BEAUMONT, TX	CESSNA	180	NONE	296
188	5058K	013088	SONOMA, CA	BELLANCA	7ECA	NONE	106
189	5533S	020688	TRUCKEE, CA	CESSNA	TR182	NONE	108
190	5135K	021888	TEMECULA, CA	CESSNA	172N	NONE	112
191	91286	030788	SHANDON, CA	PIPER	PA-18-150	SERIOUS	116
192	8216E	030888	COLUMBIA, CA	CESSNA	172N	MINOR	118
193	6967R	031388	PLACERVILLE, CA	BEECH	C23	NONE	120
194	714BK	041488	GARFIELD, CO	CESSNA	150M	NONE	156
195	910DS	040488	CHEYENNE, WY	CESSNA	210L	NONE	388
196	5808	020288	DURANGO, CO	CONVAIR	580	MINOR	138
197	918ER	031588	PRESCOTT, AZ	CESSNA	172Q	NONE	94
198	4489Q	022088	MACON, MS	CESSNA	A188B	NONE	220
199	6638N	060188	FT. COLLINS, CO	CESSNA	T210N	MINOR	158
200	185SA	031288	MORIARTY, NM	SURLINE	SIDEWINDER	FATAL	252

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 1 OF 1988 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 5 1/04/88 AKIACHAK, AK A/C Reg. No. N73036 Time (Lcl) - 1710 AST

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

Type Operating Certificate - ON-DEMAND AIR TAXI Name of Carrier - YUTE AIR SERVICE Type of Operation - NON SCHED, DOMESTIC, PASSENGER Flight Conducted Under - 14 CFR 135 Accident Occurred During - LANDING	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal 0 Crew 0 Pass	Injuries Serious 0 Minor 0 None 1 0 4
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-----Aircraft Information-----

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

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 20.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 3400 FT OVERCAST Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point TULUKSAK, AK Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - COMPANY (VFR) Type of Clearance - NONE Type Apch/Lndg - FULL STOP	Airport Proximity ON AIRSTRIP Airport Data AKIACHAK Runway Ident - 28 Runway Lth/Wid - 1900/ 100 Runway Surface - GRAVEL Runway Status - ICE COVERED
--	--	---

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

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND, SE SEA	Age - 40 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - C-207	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) <table border="0" style="width: 100%;"> <tr> <td>Total - 1750</td> <td>Last 24 Hrs - 10</td> </tr> <tr> <td>Make/Model - 188</td> <td>Last 30 Days - 140</td> </tr> <tr> <td>Instrument - 103</td> <td>Last 90 Days - 213</td> </tr> <tr> <td>Multi-Eng - 48</td> <td></td> </tr> </table>	Total - 1750	Last 24 Hrs - 10	Make/Model - 188	Last 30 Days - 140	Instrument - 103	Last 90 Days - 213	Multi-Eng - 48	
Total - 1750	Last 24 Hrs - 10									
Make/Model - 188	Last 30 Days - 140									
Instrument - 103	Last 90 Days - 213									
Multi-Eng - 48										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING ROLL ON THE ICE COVERED RUNWAY, HE LOST CONTROL CAUSING THE PLANE TO EXIT THE DEPARTURE END OF THE RUNWAY INTO A SNOW BANK.

Brief of Accident (Continued)

File No. - 5

1/04/88

AKIACHAK, AK

A/C Reg. No. N73036

Time (Lcl) - 1710 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL
1. TERRAIN CONDITION - ICY
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)
3. TERRAIN CONDITION - SNOWBANK

----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. - 100 1/09/88 WILLOW, AK A/C Reg. No. N8439X Time (Lcl) - 1000 AST

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

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

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-E20	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	BIRCHWOOD, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		WILLOW	
Wind Dir/Speed	- CALM			Runway Ident	- 13
Visibility	- 50.0 SM	ATC/Airspace		Runway Lth/Wid	- 3100/ 105
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- SNOW - DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE				
Condition of Light	- DAWN				

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 115	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 5	Make/Model - 35	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT IMMEDIATELY UPON TOUCHDOWN, THE AIRPLANE STARTED SINKING IN (TWO FEET) DEEP SNOW, AND CAME TO A STOP IN ABOUT 50 FEET. THE LEFT WING AND PROPELLER STRUCK THE GROUND. THE PLT HAD OVERFLOWN THE ARPT AND SAW THE SNOW REMOVAL EQUIPMENT ABOUT MID-FIELD. HE DECIDED TO LAND SHORT OF THEM. UNFORTUNATELY HE CHOSE THE UNPLOWED END OF THE RWY.

Brief of Accident (Continued)

File No. - 100

1/09/88

WILLOW, AK

A/C Reg. No. N8439X

Time (Lcl) - 1000 AST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT POSSIBLE -
 4. AIRPORT SNOW REMOVAL - INITIATED - AIRPORT PERSONNEL
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 91 1/10/88 JUNEAU, AK A/C Reg. No. N7221F Time (Lcl) - 1120 AST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	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	JUNEAU, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Surface - ICE
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - ICE COVERED
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 180
SE LAND	Months Since - 11	Make/Model- 180
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS BALLOONING DURING THE APPROACH TO THE ICE-COVERED LAKE. THE PILOT MOMENTARILY ADDED POWER TO GO-AROUND, BUT ELECTED TO REDUCE THE POWER IN ORDER TO LAND. DURING THE LANDING ROLL DIRECTIONAL CONTROL WAS LOST WITH THE AIRCRAFT SLIDING INTO AN EMBANKMENT ON THE ICE.

Brief of Accident (Continued)

File No. - 91

1/10/88

JUNEAU, AK

A/C Reg. No. N7221F

Time (Lcl) - 1120 AST

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 7 1/13/88 CHUGIAK, AK

A/C Reg. No. N4379U

Time (Lcl) - 1130 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

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

ELT Installed/Activated - YES/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 - 90.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 8000 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 - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

BIRCHWOOD
Runway Ident - 01
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - C-150C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1706	Last 24 Hrs -	1
Make/Model-	452	Last 30 Days-	45	
Instrument-	101	Last 90 Days-	89	
Multi-Eng -	4			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT INSTRUCTOR STATED THE STUDENT LANDED BACK ON THE RUNWAY AFTER A PRACTICE ENGINE FAILURE; AT THAT POINT THE FLIGHT INSTRUCTOR REALIZED HOW SLICK THE RUNWAY WAS AND THE AIRCRAFT EXITED THE DEPARTURE END OF THE RUNWAY INTO A SNOW BANK.

Brief of Accident (Continued)

File No. - 7 1/13/88 CHUGIAK,AK

A/C Reg. No. N4379U

Time (Lcl) - 1130 AST

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

Finding(s)
1. TERRAIN CONDITION - ICY
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

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

Finding(s)
4. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 6 1/16/88 ANCHORAGE, AK A/C Reg. No. N9103W Time (Lcl) - 1223 AST

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

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

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

Make/Model - PIPER PA-28	Eng Make/Model - LYCOMING O-540-B4	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 50.0 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 ANCHORAGE, AK</p> <p>Destination HOMER, AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data O'MALLEY</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 1600/ 60</p> <p>Runway Surface - DIRT</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1033
SE LAND	Months Since - 14	Make/Model- 700
	Aircraft Type - PA-28	Instrument- 10
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD SELECTED THE LEFT AUXILIARY FUEL TANK FOR TAKEOFF. DURING THE CLIMBOUT THE ENGINE QUIT; THE AIRCRAFT CRASHED SHORT OF A PRIVATE AIRSTRIP. THE PILOT STATED THAT HE RAN THE LEFT AUXILIARY FUEL TANK DRY AND DID NOT SELECT ANOTHER FUEL TANK WITH THE FUEL SELECTOR VALVE AFTER THE ENG QUIT.

Brief of Accident (Continued)

File No. - 6

1/16/88

ANCHORAGE, AK

A/C Reg. No. N9103W

Time (Lc1) - 1223 AST

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

Phase of Operation TAKEOFF - INITIAL CLIMB

1. FLUID,FUEL - STARVATION

2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

-----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. - 8 1/17/88 ILIAMNA, AK

A/C Reg. No. N9974V

Time (Lc1) - 1835 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

0

1

0

0

Pass

0

0

2

0

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

Make/Model - CESSNA 172

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2220

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - .500 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 300 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

IGIUGIG, AK

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - C-172C

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 120

Make/Model- 120

Instrument- 1

Last 24 Hrs - 2

Last 30 Days- 4

Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MANEUVERING AT LOW ALTITUDE IN LOW VISIBILITY WHEN HE ENCOUNTERED A COMPLETE WHITE-OUT CONDITION.
THE PILOT LOST CONTROL IN FLIGHT AND CRASHED ON A FROZEN LAKE.

Brief of Accident (Continued)

File No. - 8

1/17/88

ILIAMNA, AK

A/C Reg. No. N9974V

Time (Lcl) - 1835 AST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - ICING CONDITIONS
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. WEATHER CONDITION - WHITEOUT
7. LIGHT CONDITION - DARK NIGHT
8. SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 12 1/30/88 COLD BAY, AK A/C Reg. No. N123TA Time (Lcl) - 1125 AST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-PENINSULA AIRWAYS	SUBSTANTIAL		Fatal	0	0	0
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-CRUISE						

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1G5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON				
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- IMC	NELSON LAGOON, AK		Runway Ident	- N/A
Wind Dir/Speed	- LIGHT AND VARIABLE	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- UNK/NR	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- OBSCURED	Type Apch/Lndg	- NONE		
Obstructions to Vision	- FOG				
Precipitation	- SNOW				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4725	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA	Months Since - 6	Make/Model - 147	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - PA-32	Instrument - 383	Last 90 Days - 147
		Multi-Eng - 1193	Rotorcraft - 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ATP CERTIFICATED PILOT IN COMMAND DEPARTED ON A SOLO, CARGO-ONLY AIR-TAXI FLIGHT AT 1104 A.K.S.T. FOR A DESTINATION 83SM TO THE N.E. THE PILOT WAS NORMALLY ASSIGNED TO COPILOT DUTIES ON A MULTI-ENGINED AIRPLANE, AND WAS NOT FAMILIAR WITH THE TERRAIN HE WAS FLYING OVER ON THIS FLIGHT. THE AIRCRAFT STRUCK RISING TERRAIN APPROXIMATELY 40SM N.E. OF THE DEPARTURE AIRPORT AND WAS SUBSTANTIALLY DAMAGED. THE PILOT SAYS HE DOES NOT RECALL THE FLIGHT PRIOR TO THE ACCIDENT; HE SUFFERED MINOR INJURIES AND WAS KNOCKED UNCONSCIOUS DURING IMPACT. WEATHER CONDITIONS AT THE CRASH SITE ARE UNKNOWN, BUT A PILOT FLYING IN THE SAME GENERAL AREA SHORTLY AFTER THE ACCIDENT REPORTED LOCALIZED AREAS OF FOG AND SNOW THAT REDUCED VISIBILITY TO LESS THAN ONE-HALF MILE. THE PILOT WAS RECOVERED BY COAST GUARD SEARCH AND RESCUE PERSONNEL APPROXIMATELY 24 HOURS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 12

1/30/88

COLD BAY, AK

A/C Reg. No. N123TA

Time (Lcl) - 1125 AST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation CRUISE

Finding(s)

1. TERRAIN CONDITION - RISING
 2. ALTITUDE - IMPROPER - PILOT IN COMMAND
 3. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 4. WEATHER CONDITION - WHITEOUT
-

-----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. - 38 2/01/88 KETCHIKAN, AK A/C Reg. No. N3689D Time (Lcl) - 1329 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	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 TSIO-520
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 325 HP

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

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

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 800 FT BROKEN
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SEATTLE, WA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/DME
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
KETCHIKAN
Runway Ident - 11
Runway Lth/Wid - 7497/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - BE-58

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 843
Make/Model- 303
Instrument- 193
Multi-Eng - 310
Last 24 Hrs - 3
Last 30 Days- 10
Last 90 Days- 14
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT COLLIDED WITH TREES 1400 FT SHORT OF RWY DURING ILS APPROACH. THE ACFT WAS LEFT OF CENTERLINE AND ABOUT 100 FT BELOW GLIDESLOPE AT THAT TIME. WITNESSES HEARD SOUNDS OF INCREASED POWER AND IMPACT. WHEN THE APPROACH CLEARANCE WAS GIVEN THE WX WAS 1000 FT CEILING, 2 MILES VISIBILITY IN FOG AND LIGHT SNOW. DURING THE APPROACH A SPECIAL WX OBSERVATION WAS RADIOED TO THE PLT CHANGING THE CEILING TO 800 FT BROKEN WITH WINDS CALM. THE PLT HAD FILED A FLT PLAN WITH TIME ENROUTE OF 3.5 HRS WITH 5 HRS OF FUEL ABOARD THE ACFT. THE ACTUAL TIME ENROUTE WAS OVER 4 HRS. THE ALTERNATE WAS 80 MILES FROM DESTINATION IN THE SAME GENERAL WX PATTERN. POST ACC INVEST SHOWED NO EVIDENCE OF ANY PRE-IMPACT FAILURES OR MALFUNCTIONS IN ACFT AIRFRAME, POWERPLANTS OR SYSTEMS.

Brief of Accident (Continued)

File No. - 38

2/01/88

KETCHIKAN, AK

A/C Reg. No. N3689D

Time (Lcl) - 1329 AST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - SNOW
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 13 2/08/88 CHUGIAK,AK

A/C Reg. No. N2423U

Time (Lcl) - 1340 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PALMER,AK
Destination
ANCHORAGE,AK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

BIRCHWOOD
Runway Ident - 19
Runway Lth/Wid - 4000/ 100
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2110
Make/Model- 1000
Instrument- UNK/NR
Multi-Eng - 30
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 283
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CERTIFIED FLIGHT INSTRUCTOR AND HIS STUDENT WERE ON A RIGHT DOWNWIND DOING TOUCH-AND-GO LANDINGS WHEN, ACCORDING TO THE PILOT, THE ENGINE SUDDENLY LOST ALL POWER. ATTEMPTS AT RESTARTING THE ENGINE WERE UNSUCCESSFUL, AND THE AIRPLANE LANDED SHORT OF THE RUNWAY IN DEEP SNOW AND NOSED-OVER. AN FAA INSPECTOR AT THE SITE SAID THAT THE AIRPLANE HAD SUFFICIENT FUEL, AND THAT THERE WAS NO OBVIOUS, EXTERNAL SIGNS OF AN ENGINE MALFUNCTION.

Brief of Accident (Continued)

File No. - 13

2/08/88

CHUGIAK, AK

A/C Reg. No. N2423U

Time (Lcl) - 1340 AST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SNOW COVERED

-----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. - 16 2/12/88 BREVIG MISSION, AK A/C Reg. No. N9950M Time (Lcl) - 1600 AST

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

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

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	NONE, AK			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		BREVIG MISSION	
Wind Dir/Speed	- 060/025 KTS	ATC/Airspace		Runway Ident	- 04
Visibility	- 15.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 2400/ 50
Lowest Sky/Clouds	- N/A	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- 3000 FT OVERCAST	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 - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 4330
SE LAND, ME LAND	Months Since - 1	Make/Model	- 1653
	Aircraft Type - C-207C	Instrument	- 130
		Multi-Eng	- 1430
		Last 24 Hrs	- 3
		Last 30 Days	- 170
		Last 90 Days	- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHILE TAXIING ON THE RAMP PERPENDICULAR TO THE WIND DIRECTION, A STRONG WIND GUST LIFTED THE RIGHT WING AND TAIL OF THE AIRCRAFT. THE AIRCRAFT SLOWLY TURNED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 16

2/12/88

BREVIG MISSION, AK

A/C Reg. No. N9950M

Time (Lc1) - 1600 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation TAXI - FROM LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 17 2/13/88 70 NW ANCHORAGE, AK A/C Reg. No. N674M Time (Lcl) - 1415 AST

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470L	ELT Installed/Activated - YES/YES
Landing Gear - SKI/WHEEL	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SKWENTNA
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
Obstructions to Vision- NONE	FULL STOP	SNOW - CRUSTED
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9560
SE LAND, ME LAND, SE SEA	Months Since - 10	Last 24 Hrs - 1
	Aircraft Type - C-180C	Make/Model- 500
		Last 30 Days- 10
		Instrument- 210
		Last 90 Days- 25
		Multi-Eng - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING ROLL ON THE FROZEN LAKE HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT DUE TO THE SNOW ON THE LAKE. THE AIRCRAFT THEN NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 17

2/13/88

70 NW ANCHORAGE, AK

A/C Reg. No. N674M

Time (Lcl) - 1415 AST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 11 2/15/88 HEALY,AK A/C Reg. No. N2601D Time (Lcl) - 0900 AST

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

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

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

Make/Model	- CESSNA 170	Eng Make/Model	- CONTINENTAL O-300	ELT Installed/Activated	- YES/NO
Landing Gear	- SKI	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	SAME AS ACC/INC		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- CALM		Runway Ident	- UNK/NR
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Flight Plan	Runway Surface	- SNOW
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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 415	Last 24 Hrs - 1
SE LAND	Months Since - 12	Make/Model - 415	Last 30 Days - 23
	Aircraft Type - C-170C	Instrument - 9	Last 90 Days - 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS TAXIING FOR TAKEOFF WHEN HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO STRIKE A SMALL TREE NEXT TO A SNOW COVERED TAXIWAY.

Brief of Accident (Continued)

File No. - 11

2/15/88

HEALY,AK

A/C Reg. No. N2601D

Time (Lcl) - 0900 AST

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

Finding(s)

1. TERRAIN CONDITION - ICY
2. TERRAIN CONDITION - SNOW COVERED
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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) 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. - 18 2/23/88 KIPNUK,AK A/C Reg. No. N8429N Time (Lcl) - 0930 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-KIPNUK AIR, INC.	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						6

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1G5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	KIPNUK,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- IMC	BETHEL,AK		KIPNUK	
Wind Dir/Speed	- 360/005 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 1.000 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- N/A	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- 500 FT OBSCURED	Type Apch/Lndg	- PRECAUTIONARY LANDING	Runway Status	- N/A
Obstructions to Vision	- BLOWING SNOW				
Precipitation	- SNOW SHOWER				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2563	Last 24 Hrs - 1
SE LAND	Months Since - 10	Make/Model - 569	Last 30 Days - 110
	Aircraft Type - PA-32	Instrument - 15	Last 90 Days - 165

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE INITIAL CLIMBOUT FROM THE AIRPORT HE ENCOUNTERED A COMPLETE WHITEOUT CONDITION. THE PILOT THEN ELECTED TO LAND ON THE FROZEN LAKE AND DURING THE ROLLOUT THE AIRCRAFT STRUCK A SNOWBANK.

Brief of Accident (Continued)

File No. - 18

2/23/88

KIPNUK,AK

A/C Reg. No. N8429N

Time (Lcl) - 0930 AST

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

Finding(s)

1. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - WHITEOUT
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - LOW CEILING

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

Finding(s)

6. PRECAUTIONARY LANDING - ATTEMPTED -
7. TERRAIN CONDITION - SNOWBANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 19 2/28/88 MEKORYUK, AK A/C Reg. No. N7745Q Time (Lcl) - 1450 AST

-----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	5

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

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

Make/Model - CESSNA 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/007 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
UNALAKLEET, AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MEKORYUK
Runway Ident - 05
Runway Lth/Wid - 3000/ 75
Runway Surface - SNOW
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 54

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 724	Last 24 Hrs	- 2
Make/Model-	156	Last 30 Days-	5
Instrument-	134	Last 90 Days-	16
Multi-Eng -	209		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE AIRCRAFT EXITED THE RIGHT SIDE OF THE RUNWAY APPROXIMATELY 500 FEET FROM THE APPROACH END.

Brief of Accident (Continued)

File No. - 19

2/28/88

MEKORYUK, AK

A/C Reg. No. N7745Q

Time (Lcl) - 1450 AST

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

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 24 3/03/88 CHUGIAK, AK A/C Reg. No. N96082 Time (Lcl) - 2013 AST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	ANCHORAGE, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	BIRCHWOOD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - UNK/NR	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1355
SE LAND,ME LAND	Months Since - 8	Make/Model- 765
	Aircraft Type - C-310	Instrument- 111
		Multi-Eng - 32
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT INSTRUCTOR WAS GIVING DUAL INSTRUCTION TO A STUDENT PILOT ON NIGHT LANDINGS. ON THE SIXTH TOUCH-AND-GO LANDING, THE INSTRUCTOR TURNED THE LANDING LIGHT OFF FOR A NO-LIGHT LANDING. THE STUDENT LANDED THE AIRCRAFT TO THE RIGHT OF CENTERLINE, AND BEFORE A CORRECTION COULD BE MADE TOWARDS THE CENTER OF THE RUNWAY, THE AIRPLANE STRUCK DEEP, UNPLOWED SNOW ABOUT FOUR FEET INSIDE THE RUNWAY PERIMETER LIGHTS AND NOSED-DOWN. THE INSTRUCTOR AND STUDENT WERE BOTH UNAWARE THAT THE RUNWAY HAD NOT BEEN COMPLETELY PLOWED. AN OFFICIAL FLIGHT PUBLICATION LISTS THE AIRPORT AS UNATTENDED AND UNMONITORED, AND RECOMMENDS A VISUAL INSPECTION PRIOR TO LANDING. THE INSTRUCTOR RECOMMENDED THAT NO-LIGHT LANDINGS SHOULD BE ATTEMPTED ONLY UNDER IDEAL RUNWAY/WEATHER CONDITIONS.

Brief of Accident (Continued)

File No. - 24

3/03/88

CHUGIAK, AK

A/C Reg. No. N96082

Time (Lc1) - 2013 AST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. LANDING LIGHTS - NOT USED - PILOT IN COMMAND(CFI)
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NOT MAINTAINED
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
6. LIGHT CONDITION - DARK NIGHT

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SNOWBANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 37 3/03/88 MCGRATH,AK A/C Reg. No. N1954U Time (Lcl) - 1140 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

1

None

0

0

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

Make/Model - CESSNA A185E
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-520D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 090/007 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BETHEL,AK
Destination
MCGRATH,AK

ATC/Airspace

Type of Flight Plan - 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 - SNOW
Runway Status - SNOW - DRY

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1432
Make/Model- 153
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 8
Rotorcraft - 1132

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT HAD BEGUN HIS DESCENT FOR HIS DESTINATION AIRPORT 20 MILES AWAY WHEN THE ENGINE LOST ALL POWER. HE WAS UNABLE TO RESTART THE ENGINE, AND MADE A FORCED LANDING IN DEEP SNOW. THE PILOT REPORTED THAT HE HAD BEEN AIRBORNE FOR APPROXIMATELY TWO HOURS PRIOR TO THE ACCIDENT, AND HAD AMPLE FUEL RESERVES WHEN THE ENGINE STOPPED WITHOUT WARNING. NO REASON FOR THE LOSS OF POWER WAS DETERMINED.

Brief of Accident (Continued)

File No. - 37

3/03/88

MCGRATH,AK

A/C Reg. No. N1954U

Time (Lcl) - 1140 AST

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

Finding(s)

1. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - SNOW COVERED
 3. OBJECT - TREE(S)
 4. LANDING GEAR,MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 20 3/08/88 BIG LAKE, AK

A/C Reg. No. N68945

Time (Lcl) - 1030 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BIG LAKE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - SNOW
Runway Status - SNOW - DRY
SOFT

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 70
Make/Model- 61
Instrument- 0
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

THE NEWLY CERTIFICATED PRIVATE PILOT WAS ATTEMPTING TO PERFORM A SOFT-FIELD, TOUCH-AND-GO LANDING AT AN UNIMPROVED, OFF-AIRPORT SITE IN DEEP SNOW. THE AIRPLANE'S MAIN LANDING GEAR BECAME MIRED IN THE SNOW, THE NOSE WHEEL PITCHED DOWN AND THE AIRPLANE NOSED-OVER.

Brief of Accident (Continued)

File No. - 20

3/08/88

BIG LAKE, AK

A/C Reg. No. N68945

Time (Lc1) - 1030 AST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 36 3/10/88 OPHIR,AK A/C Reg. No. N5045R Time (Lcl) - 1200 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

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

SUBSTANTIAL
Fire
NONE

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

Make/Model - CESSNA 185F
Landing Gear - SKI
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 20.0 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
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10070
Make/Model- 300
Instrument- 1650
Multi-Eng - 7000
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 200
Rotorcraft - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF ROLL FROM THE FROZEN LAKE THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK. THE PILOT STATED DURING THE TAKEOFF ROLL THE AIRCRAFT CROSSED A SNOWMACHINE TRACK CAUSING HIM TO LOSE CONTROL OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 36

3/10/88

OPHIR,AK

A/C Reg. No. N5045R

Time (Lc1) - 1200 AST

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

Finding(s)

1. TERRAIN CONDITION - ICY
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 161 3/10/88 MCGRATH, AK A/C Reg. No. N78AJ Time (Lc1) - 1330 AST

-----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 -TAKEOFF			0	0	0	1

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	CRIPPLE CREEK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	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 - SNOW
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - SNOW - WET
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
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 - 7200
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT-IN-COMMAND OF THE PIPER PA-18 LOST CONTROL OF THE AIRPLANE WHILE ATTEMPTING TO TAKEOFF FROM A SECTION OF SNOW COVERED RIVER ICE.

Brief of Accident (Continued)

File No. - 161

3/10/88

MCGRATH,AK

A/C Reg. No. N78AJ

Time (Lcl) - 1330 AST

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 34 3/11/88 RUBY, AK A/C Reg. No. N70364 Time (Lcl) - 1100 AST

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	GALENA, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	RUBY
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- SNOW
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, CFI	Current - YES	Total	- 2553
SE LAND, ME LAND, SE SEA	Months Since - 6	Make/Model	- 383
	Aircraft Type - C-207	Instrument	- 242
		Multi-Eng	- 278
		Last 24 Hrs	- 3
		Last 30 Days	- 75
		Last 90 Days	- 154

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS OVER THE AIRPORT AT 2,000 FEET MSL WHEN THE ENGINE QUIT. THE AIRCRAFT CRASHED ONE MILE NORTH OF THE AIRPORT. EXAMINATION OF THE AIRCRAFT ENGINE REVEALED A BROKEN THROTTLE CONTROL WHICH WOULD CAUSE THE ENGINE TO GO TO IDLE.

Brief of Accident (Continued)

File No. - 34 3/11/88 RUBY,AK

A/C Reg. No. N70364

Time (Lcl) - 1100 AST

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

Phase of Operation MANEUVERING

1. THROTTLE/POWER LEVER, LINKAGE - SEPARATION

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING

Finding(s)

2. PLANNED APPROACH - POOR - PILOT IN COMMAND

3. TERRAIN CONDITION - FROZEN

4. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 48 3/17/88 TOK, AK A/C Reg. No. N34603 Time (Lcl) - 1900 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - DUSK

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TOK
Runway Ident - 25
Runway Lth/Wid - 2500/ 50
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-177B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 499
Make/Model- 28
Instrument- 0
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT ATTEMPTED TO TAKE-OFF AT DUSK WITH A LEFT MAIN GEAR WHEEL BRAKE THAT WAS FROZEN IN THE "ON" POSITION. HE HAD UNSUCCESSFULLY ATTEMPTED TO FREE THE BRAKE PRIOR TO TAKEOFF, BUT FELT THAT HE COULD GET THE AIRPLANE AIRBORNE BY SKIDDING THE TIRE ALONG THE TOP OF THE SNOW AND ICE COVERED RUNWAY. HE SUBSEQUENTLY WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL DURING THE TAKE-OFF ROLL AND STRUCK A RUNWAY EDGE LIGHT WITH THE AIRPLANE'S STABILATOR. HE COMPLETED THE FLIGHT UNEVENTFULLY, AND DID NOT DISCOVER THE DAMAGE TO THE STABILATOR UNTIL AFTER HE LANDED. THE PILOT STATED THAT HE SHOULD NOT HAVE ATTEMPTED TO TAKE-OFF WITH THE BRAKE FROZEN, AND THAT HE POSSIBLY COULD HAVE AVOIDED THE RUNWAY LIGHT IF IT HAD BEEN LIGHTED, BUT IT WAS ACTIVATED ON COMMAND VIA THE AIRPLANE'S RADIO, AND HE DID NOT KNOW WHICH FREQUENCY TO USE.

Brief of Accident (Continued)

File No. - 48

3/17/88

TOK,AK

A/C Reg. No. N34603

Time (Lcl) - 1900 AST

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
4. LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED
5. LIGHT CONDITION - DUSK

----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. - 35 3/23/88 ANCHORAGE, AK A/C Reg. No. N3100Z Time (Lcl) - 1915 AST

-----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 - PIPER PA-22	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 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 - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 209
SE LAND	Months Since - 16	Make/Model- 130
	Aircraft Type - PA-22	Instrument- 5
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN ON A FROZEN LAKE, THE AIRCRAFT ROLLED APPROXIMATELY 100 FEET AND AT THAT POINT THE PILOT LOST DIRECTIONAL CONTROL AND THE AIRCRAFT NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 35

3/23/88

ANCHORAGE, AK

A/C Reg. No. N3100Z

Time (Lcl) - 1915 AST

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

Finding(s)

1. TERRAIN CONDITION - ICY
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. TERRAIN CONDITION - SNOW COVERED
-

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) 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. - 162 4/16/88 TALKEETNA, AK A/C Reg. No. N2532E Time (Lcl) - 1700 ADT

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

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

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

Make/Model	- AERONCA 7DC	Eng Make/Model	- CONTINENTAL C-85	ELT Installed/Activated	- YES/YES
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	- 85 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 390</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model-</td> <td>220</td> <td>Last 30 Days-</td> <td>20</td> </tr> <tr> <td>Instrument-</td> <td>1</td> <td>Last 90 Days-</td> <td>70</td> </tr> </table>	Total	- 390	Last 24 Hrs	- 3	Make/Model-	220	Last 30 Days-	20	Instrument-	1	Last 90 Days-	70
Total	- 390	Last 24 Hrs	- 3											
Make/Model-	220	Last 30 Days-	20											
Instrument-	1	Last 90 Days-	70											

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF RUN ON THE FROZEN FIELD THE AIRCRAFT STRUCK A SNOW BERM CAUSING THE AIRCRAFT TO GROUND LOOP.

Brief of Accident (Continued)

File No. - 162

4/16/88

TALKEETNA, AK

A/C Reg. No. N2532E

Time (Lcl) - 1700 ADT

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

Finding(s)

1. TERRAIN CONDITION - BERM
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 112 4/17/88 FAIRBANKS, AK A/C Reg. No. N5060R Time (Lcl) - 1330 ADT

-----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 - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

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

Wind Dir/Speed- 190/009 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - 20000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FAIRBANKS
Runway Ident - 19R
Runway Lth/Wid - 10300/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 24
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		Flight Time (Hours)	
Total	- 276	Last 24 Hrs	- 1
Make/Model-	13	Last 30 Days-	6
Instrument-	56	Last 90 Days-	13

Instrument Rating(s) -- AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE MADE A HARD LANDING AND AT THAT TIME HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. THE PLT STATED THAT THE ACFT BOUNCED AND WHEN HE TRIED TO CORRECT THE BOUNCE THE ACFT YAWED LEFT. THE RT MAIN GEAR COLLAPSED AND THE ACFT GROUNDLOOPEED.

Brief of Accident (Continued)

File No. - 112

4/17/88

FAIRBANKS, AK

A/C Reg. No. N5060R

Time (Lc1) - 1330 ADT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 101 4/18/88 CANTWELL, AK

A/C Reg. No. N51205

Time (Lcl) - 1845 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AIRLIFT ALASKA	SUBSTANTIAL		Fatal	0	0	0
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-TAKEOFF						

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

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRSTRIP	
Method	- UNK/NR	SAME AS ACC/INC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	ANCHORAGE, AK		PRIVATE AIRSTRIP	
Wind Dir/Speed	- 225/007 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 20.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 2000/ 30
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- DIRT
Lowest Ceiling	- 4000 FT BROKEN	Type Apch/Lndg	- NONE	Runway Status	- WET
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 4833	Last 24 Hrs - 3
SE LAND, ME LAND, SE SEA	Months Since - 8	Make/Model - 569	Last 30 Days - UNK/NR
	Aircraft Type - C-172	Instrument - UNK/NR	Last 90 Days - 240
		Multi-Eng - 703	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIR-TAXI PILOT STATED THAT HE ATTEMPTED TO TAKEOFF FROM A PRIVATE, DIRT RUNWAY THAT WAS DRY IN THE MIDDLE AND MUDDY TOWARDS THE EDGES. DURING THE TAKEOFF ROLL, THE AIRPLANE'S LEFT MAIN GEAR TIRE ENCOUNTERED THE SOFT, MUDDY AREA AND TURNED ABRUPTLY TOWARDS THE LEFT EDGE OF THE RUNWAY, COLLIDING WITH A LARGE SNOW BANK AND STOPPING THE AIRPLANE.

Brief of Accident (Continued)

File No. - 101

4/18/88

CANTWELL,AK

A/C Reg. No. N51205

Time (Lcl) - 1845 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. TERRAIN CONDITION - SOFT
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

----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. - 102 4/23/88 KENAI, AK A/C Reg. No. N86128 Time (Lc1) - 1028 ADT

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

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

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

Make/Model	- CESSNA 337D	Eng Make/Model	- CONTINENTAL IO-360-C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4430	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 210 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 2500 FT THIN BKN</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">ANCHORAGE, AK</p> <p>Destination</p> <p style="text-align: center;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>SWANSON RIVER</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - HIGH VEGETATION</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 7</p> <p style="padding-left: 20px;">Aircraft Type - C-337</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 318</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model</td> <td>- 158</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 0</td> <td>Last 90 Days</td> <td>- 26</td> </tr> <tr> <td>Multi-Eng</td> <td>- 158</td> <td></td> <td></td> </tr> </table>	Total	- 318	Last 24 Hrs	- 3	Make/Model	- 158	Last 30 Days	- UNK/NR	Instrument	- 0	Last 90 Days	- 26	Multi-Eng	- 158		
Total	- 318	Last 24 Hrs	- 3															
Make/Model	- 158	Last 30 Days	- UNK/NR															
Instrument	- 0	Last 90 Days	- 26															
Multi-Eng	- 158																	

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS PRACTICING SIMULATED INSTRUMENT FLIGHT WITH HIS FLIGHT INSTRUCTOR IN THEIR MUTUALLY-OWNED AIRPLANE, WHEN BOTH ENGINES QUIT WITHIN MINUTES OF EACH OTHER DUE TO FUEL EXHAUSTION. THE AIRPLANE STRUCK TREES IN THE ENSUING EMERGENCY DESCENT PRIOR TO REACHING THE SELECTED LANDING AREA AND WAS SUBSTANTIALLY DAMAGED. NEITHER OF THE PILOTS WERE INJURED. THE FLIGHT INSTRUCTOR HAD CONDUCTED THE PREFLIGHT INSPECTION, AND HAD VISUALLY INSPECTED THE FUEL TANKS PRIOR TO THE START OF THE FLIGHT, AND ALTHOUGH THE TANKS WERE LESS THAN FULL, HE FELT THAT A SUFFICIENT QUANTITY REMAINED FOR THE INTENDED FLIGHT. BOTH PILOTS SAID THAT THE FUEL GAUGES INDICATED ONE-QUARTER FULL WHEN THE ENGINES STOPPED.

Brief of Accident (Continued)

File No. - 102

4/23/88

KENAI, AK

A/C Reg. No. N86128

Time (Lcl) - 1028 ADT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND(CFI)
3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)
5. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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) 1,2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 103 4/24/88 FAIRBANKS, AK A/C Reg. No. N91290 Time (Lcl) - 2045 ADT

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

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

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

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 230 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRSTRIP	
Method	- UNK/NR	SAME AS ACC/INC		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	FAIRBANK INT'L	
Wind Dir/Speed	- 290/007 KTS	ATC/Airspace	Runway Ident	- 19R
Visibility	- 60.0 SM	Type of Flight Plan	Runway Lth/Wid	- 10300/ 150
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Clearance	Runway Surface	- ASPHALT
Lowest Ceiling	- 12000 FT BROKEN	Type Apch/Lndg	Runway Status	- DRY
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 862	Last 24 Hrs - 4
SE LAND	Months Since - 3	Make/Model - 4	Last 30 Days - UNK/NR
	Aircraft Type - C-152	Instrument - 0	Last 90 Days - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RETURNED TO FAIRBANKS INT'L AIRPORT FROM AN INTENDED CROSS-COUNTRY FLIGHT DUE TO DETERIORATING WEATHER. DURING THE FLIGHT THE AIRPLANE FELT OUT OF TRIM, AND SHE ELECTED TO LAND ON THE LONGEST RUNWAY AVAILABLE (10,300). DURING THE LANDING ROLL SHE LOST DIRECTIONAL CONTROL AND GROUND-LOOPED TO THE RIGHT. SHE SAID SHE HAD NOT FLOWN FOR AT LEAST 90 DAYS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 103

4/24/88

FAIRBANKS, AK

A/C Reg. No. N91290

Time (Lc1) - 2045 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - 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) 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. - 136 5/03/88 LARSON BAY, AK A/C Reg. No. N54768 Time (Lcl) - 1545 ADT

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

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

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

Make/Model	- PIPER PA-18-150	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1750	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- 060/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 2500 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 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>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, ATP, CFI</p> <p style="padding-left: 20px;">SE LAND, ME LAND, SE SEA</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - PA-18</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 11550</td> <td>Last 24 Hrs - 5</td> </tr> <tr> <td>Make/Model- UNK/NR</td> <td>Last 30 Days- 10</td> </tr> <tr> <td>Instrument- UNK/NR</td> <td>Last 90 Days- 60</td> </tr> <tr> <td>Multi-Eng - UNK/NR</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - 11550	Last 24 Hrs - 5	Make/Model- UNK/NR	Last 30 Days- 10	Instrument- UNK/NR	Last 90 Days- 60	Multi-Eng - UNK/NR	Rotorcraft - UNK/NR
Total - 11550	Last 24 Hrs - 5									
Make/Model- UNK/NR	Last 30 Days- 10									
Instrument- UNK/NR	Last 90 Days- 60									
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FLOAT EQUIPPED PIPER PA-18-150 AND FLOAT EQUIPPED CESSNA 185F, WERE INVOLVED IN A MIDAIR COLLISION AT AN ALTITUDE OF APPROXIMATELY 800 FEET MSL OVER LARSON BAY, AK. AT THE TIME OF THE MIDAIR COLLISION BOTH AIRCRAFT WERE BEING USED AS FISH SPOTTERS FOR SEVERAL FISHING BOATS IN THE AREA. THE PA-18-150 WAS DESTROYED AND THE PILOT WAS FATALLY INJURED. THE CESSNA 185F RECEIVED NO DAMAGE AND THE PILOT WAS NOT INJURED. BOTH ACFT WERE FLYING PARALLEL TO EACH OTHER WITH THE PIPER SLIGHTLY LOWER. ACCORDING TO THE CESSNA PLT HE SPOTTED THE PIPER BELOW HIM WHEN THE PIPER TURNED TO THE LEFT. THE CESSNA PLT SAID HE THEN TURNED RT AND PULLED UP BUT HIS LEFT FLOAT CONTACTED THE PIPER'S RT WING. THE IMPACT DID NOT SEEM SEVERE ACCORDING TO THE CESSNA PLT AND THE ONLY DAMAGE HE NOTED ON THE PIPER WAS TO THE OUTBOARD END OF THE RT WING. THE PIPER, HOWEVER, CONTINUED A LEFT SPIRAL TO THE WATER. THE CESSNA PLT SAID HE THOUGHT THE BOATS SHOULD WARN THE PLTS ON A COMMON RADIO FREQ WHEN TWO ACFT ARE IN CLOSE PROXIMITY.

Brief of Accident (Continued)

File No. - 136

5/03/88

LARSON BAY, AK

A/C Reg. No. N54768

Time (Lc1) - 1545 ADT

Occurrence #1 MIDAIR COLLISION

Phase of Operation MANEUVERING

1. PROCEDURES/DIRECTIVES - INADEQUATE - COMPANY/OPERATOR MGMT
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 136 5/03/88 LARSON BAY, AK A/C Reg. No. N903OR Time (Lcl) - 1545 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

NONE

Fire

NONE

Crew

Pass

Other

Fatal

0

0

1

Injuries

Serious

0

0

0

Minor

0

0

0

None

1

0

0

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

Make/Model - CESSNA 185F
Landing Gear - FLOAT
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 2500 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

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, SE SEA

Age - 31

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - C-185F

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3666

Make/Model- 1015

Instrument- 61

Last 24 Hrs - 5

Last 30 Days- 40

Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FLOAT EQUIPPED PIPER PA-18-150 AND FLOAT EQUIPPED CESSNA 185F, WERE INVOLVED IN A MIDAIR COLLISION AT AN ALTITUDE OF APPROXIMATELY 800 FEET MSL OVER LARSON BAY, AK. AT THE TIME OF THE MIDAIR COLLISION BOTH AIRCRAFT WERE BEING USED AS FISH SPOTTERS FOR SEVERAL FISHING BOATS IN THE AREA. THE PA-18-150 WAS DESTROYED AND THE PILOT WAS FATALLY INJURED. THE CESSNA 185F RECEIVED NO DAMAGE AND THE PILOT WAS NOT INJURED. BOTH ACFT WERE FLYING PARALLEL TO EACH OTHER WITH THE PIPER SLIGHTLY LOWER. ACCORDING TO THE CESSNA PLT HE SPOTTED THE PIPER BELOW HIM. WHEN THE PIPER TURNED TO THE LEFT THE CESSNA PLT SAID HE THEN TURNED RT AND PULLED UP BUT HIS LEFT FLOAT CONTACTED THE PIPER RT WING. THE IMPACT DID NOT SEEM SEVERE ACCORDING TO THE CESSNA PLT AND THE ONLY DAMAGE HE NOTED ON THE PIPER WAS TO THE OUTBOARD END OF THE RT WING. THE PIPER, HOWEVER, CONTINUED A LEFT SPIRAL TO THE WATER. THE CESSNA PLT SAID HE THOUGHT THE BOATS SHOULD WARN THE PLTS ON A COMMON RADIO FREQ WHEN TWO ACFT ARE IN CLOSE PROXIMITY.

Brief of Accident (Continued)

File No. - 136

5/03/88

LARSON BAY, AK

A/C Reg. No. N9030R

Time (Lc1) - 1545 ADT

Occurrence #1 MIDAIR COLLISION

Phase of Operation MANEUVERING

1. PROCEDURES/DIRECTIVES - INADEQUATE - COMPANY/OPERATOR MGMT
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 158 5/03/88 KOTZEBUE, AK A/C Reg. No. N6592G Time (Lcl) - 2355 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/011 KTS
Visibility - 35.0 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 - 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 - 19
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 120 Last 24 Hrs - UNK/NR
Make/Model- 120 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED FIVE MILES SOUTH OF THE CITY ALONG THE BEACH LINE. FAA INSPECTORS, THE ALASKA STATE TROOPERS ACCIDENT REPORT AND SEVERAL WITNESSES REVEALED THAT THE PILOT STATED PRIOR TO THE FLIGHT THAT HE INTENDED TO COMMIT SUICIDE. THE PLT HAD A FIGHT WITH HIS GIRL FRIEND THAT NIGHT AND SHE SAID SHE TOLD HIM SHE DID NOT WANT TO SEE HIM AGAIN. HE WAS ALREADY UNDER STRESS FROM PROBLEMS AT HIS HOME AND HAD TOLD A FRIEND THAT HE WAS GOING TO COMMIT SUICIDE. HE ADDED THAT HE HAD PICKED A PLACE AND WAS GOING TO LEAVE THE ELT OFF SO NO ONE WOULD FIND HIM. POST ACC INSPECTION SHOWED THAT THE ACFT HIT A 70 FT CLIFF ABOUT 15 FT ABOVE THE BASE NEAR SADIE CREEK. THE ACFT AT GROUND CONTACT WAS IN A 15 DEGREE LEFT BANK WITH THE NOSE SLIGHTLY LOW. THE ACFT WAS REPORTED AS "BUZZING" A FISHING CAMP NEARBY AND HEADING OFF IN THE DIRECTION OF SADIE CREEK ABOUT AN HOUR BEFORE THE CRASH.

Brief of Accident (Continued)

File No. - 158

5/03/88

KOTZEBUE, AK

A/C Reg. No. N6592G

Time (Lcl) - 2355 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. MANEUVER - INTENTIONAL - PILOT IN COMMAND
 5. PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
 6. INTERPERSONAL RELATIONS - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 159 5/06/88 HUNTER CREEK, AK A/C Reg. No. N22901 Time (Lc1) - 1000 ADT

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

Type Operating Certificate - ON-DEMAND AIR TAXI Name of Carrier - TAMARACK AIR, LTD Type of Operation - NON SCHED, DOMESTIC, PASSENGER Flight Conducted Under - 14 CFR 135 Accident Occurred During - LANDING	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal 0 0	Injuries Serious 0 0	Minor 1 0	None 0 1
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-----Aircraft Information-----

Make/Model - CESSNA 185F Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3350 No. of Seats - 6	Eng Make/Model - CONTINENTAL IO-520 Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP	ELT Installed/Activated - YES/NO Stall Warning System - YES
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-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 50.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 5000 FT OVERCAST Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point FAIRBANKS, AK Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity ON AIRSTRIP Airport Data MINING CAMP AIRSTRIP Runway Ident - 23 Runway Lth/Wid - 1000/ 75 Runway Surface - GRAVEL Runway Status - DRY
--	---	--

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

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, ATP SE LAND, ME LAND	Age - 45 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - C-185	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 17400 Make/Model - 4200 Instrument - 1415 Multi-Eng - 400 Last 24 Hrs - 1 Last 30 Days - 90 Last 90 Days - 155
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING AT A MINING CAMP AIRSTRIP, THE RIGHT LANDING GEAR FAILED CAUSING THE AIRCRAFT TO GROUND LOOP. EXAMINATION OF THE BROKEN GEAR PART REVEALED THE ORIGINAL FRACTURE TO BE A FATIGUE FRACTURE. THE INITIAL CRACK IN THE GEAR LEG RAN PARALLEL TO THE GEAR BOLT HOLE. THE ACFT WAS INSPECTED 80 HRS BEFORE THE FAILURE.

Brief of Accident (Continued)

File No. - 159

5/06/88

HUNTER CREEK, AK

A/C Reg. No. N22901

Time (Lc1) - 1000 ADT

Occurrence #1 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, AXLE - FAILURE, TOTAL
2. LANDING GEAR, AXLE - FATIGUE
3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. GROUND LOOP/SWERVE - UNCONTROLLED -
6. MAINTENANCE, 100 HOUR INSPECTION - INADEQUATE - COMPANY MAINTENANCE PSNL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 137 5/09/88 KODIAK, AK A/C Reg. No. N8842D Time (Lcl) - 1524 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-22-160
Landing Gear - FLOAT
Max Gross Wt - 2000
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 120/006 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 200 FT SCATTERED
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - UNK/NR
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

KODIAK SEAPLANE
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 - 22
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 563
Make/Model- 247
Instrument- 32
Last 24 Hrs - UNK/NR
Last 30 Days- 110
Last 90 Days- 247

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF RUN HE LOST CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK AT THE DEPARTURE END OF THE LAKE. THE PLT HAD BEEN ISSUED A SPECIAL VFR CLEARANCE BY KODIAK TOWER DUE TO EXISTING WX CONDITIONS. THE PLT SAID THE WATER WAS FLAT CALM AND IT TOOK LONGER TO GET AIRBORNE. AFTER TAKEOFF THE PLT SAID HE LOWERED THE NOSE TO GAIN AIRPSEED BUT HIT THE WATER AND LOST MOMENTUM. WHILE DELIBERATING ABOUT CONTINUING THE TAKEOFF THE ACFT HIT THE SHORE LINE AND NOSED OVER.

Brief of Accident (Continued)

File No. - 137

5/09/88

KODIAK, AK

A/C Reg. No. N8842D

Time (Lcl) - 1524 ADT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. TERRAIN CONDITION - WATER, GLASSY
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
6. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 160 5/14/88 ANCHORAGE, AK A/C Reg. No. N4844X Time (Lcl) - 0858 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - CESSNA U206
Landing Gear - AMPHIBIAN
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

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

Wind Dir/Speed- 160/018 KTS
Visibility - 30.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- NONE
Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ANCHORAGE INT'L
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 33
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

A DEAF-MUTE ADULT MALE, WHO HAS A HISTORY OF MENTAL HEALTH PROBLEMS, AND WHO WAS A MENTAL HEALTH WARD OF THE STATE OF ALASKA AT THE TIME OF THE ACCIDENT, ENTERED A CESSNA 206 AIRPLANE EQUIPPED WITH AMPHIBIOUS FLOATS WITHOUT PERMISSION WHILE IT WAS PARKED ON AN UNCONTROLLED RAMP AREA NEAR ANCHORAGE INTERNATIONAL AIRPORT. HE SUBSEQUENTLY STARTED THE KEYLESS AIRPLANE AND TAXIED IT AT NEARLY FULL POWER FOR APPROXIMATELY 185 FEET UNTIL IT COLLIDED WITH A COMMERCIAL BUILDING AND A PARKED AUTOMOBILE. THE "PILOT" WAS APPREHENDED AND TAKEN INTO CUSTODY BY LAW ENFORCEMENT OFFICERS.

Brief of Accident (Continued)

File No. - 160

5/14/88

ANCHORAGE, AK

A/C Reg. No. N4844X

Time (Lcl) - 0858 ADT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
 2. AIRCRAFT CONTROL - NOT UNDERSTOOD - UNQUALIFIED PERSON
-

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 131 5/16/88 TUNTUTULIAK,AK A/C Reg. No. N1592F Time (Lcl) - 1600 ADT

-----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
NONE

Crew
Pass

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

Make/Model - CESSNA 185E
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 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- 020/014 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 32
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 - 2200
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 PRIVATE PILOT-IN-COMMAND OF THE CESSNA 185 WAS PERFORMING BUSINESS FLYING FOR THE FEDERAL AVIATION ADMINISTRATION. WHEN HE RAN OUT OF FUEL DURING A CROSS COUNTRY FLIGHT, HE ATTEMPTED AN OFF-AIRPORT FORCED LANDING WHICH RESULTED IN A NOSEOVER ACCIDENT. THE PLT FAILED TO FILE A REPORT. THE HELICOPTER CREW THAT RESCUED HIM REPORTED THAT THE ACFT APPEARED TO BE SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 131

5/16/88

TUNTUTULIAK,AK

A/C Reg. No. N1592F

Time (Lcl) - 1600 ADT

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

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

----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. - 156 5/18/88 ASIGIYUKPAK, AK A/C Reg. No. N32CP Time (Lcl) - 1200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 175B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
NANONACHAT, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 37

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1086	Last 24 Hrs -	4
Make/Model-	816	Last 30 Days-	110
Instrument-	9	Last 90 Days-	178

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE APPROACH TO THE BEACH AREA THE PILOT STALLED THE AIRCRAFT. THE AIRCRAFT NOSED OVER ON ITS BACK DURING THE LANDING.

Brief of Accident (Continued)

File No. - 156

5/18/88

ASIGIYUKPAK,AK

A/C Reg. No. N32CP

Time (Lcl) - 1200 ADT

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

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

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

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. - 132 6/01/88 CHUGIAK, AK A/C Reg. No. N4571K Time (Lcl) - 1628 ADT

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

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

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

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GULKANA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BIRCHWOOD
Wind Dir/Speed- 140/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 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 - 10000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 17630
SE LAND, ME LAND, SE SEA	Months Since - 10	Last 24 Hrs - 5
	Aircraft Type - C-206	Make/Model- 220
		Last 30 Days- 7
		Instrument- 60
		Last 90 Days- 10
		Multi-Eng - 230

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING ROLL HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO EXIT THE LEFT SIDE OF THE RUNWAY INTO AN OPEN DITCH. THE AIRCRAFT TRAVELED APPROXIMATELY 1000 FEET OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 132

6/01/88

CHUGIAK, AK

A/C Reg. No. N4571K

Time (Lcl) - 1628 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)
2. TERRAIN CONDITION - DITCH

-----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. - 157 6/01/88 HATCHER PASS, AK A/C Reg. No. N3327E Time (Lcl) - 1905 ADT

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

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

-----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 - 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	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 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 - 6000 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 - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 233
SE LAND	Months Since - 2	Make/Model- 11
	Aircraft Type - C-172	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED AT THE 3100 FOOT LEVEL OF A MOUNTAIN PASS. THE AIRCRAFT WAS DESTROYED BY GROUND IMPACT AND FIRE, AND THE PILOT AND THE TWO PASSENGERS WERE FATALLY INJURED. WITNESSES NEAR THE CRASH SITE STATED THE AIRCRAFT WAS MANEUVERING VERY LOW ABOVE THE GROUND JUST BEFORE THE CRASH.

Brief of Accident (Continued)

File No. - 157

6/01/88

HATCHER PASS, AK

A/C Reg. No. N3327E

Time (Lcl) - 1905 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 126 2/20/88 JACKSONVILLE, AL A/C Reg. No. N1703R Time (Lcl) - 1630 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

Crew
Pass

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

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

Make/Model - CESSNA 182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/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- 290/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JACKSONVILLE, AL
Destination
BIRMINGHAM, AL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

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

Total	- 15900	Last 24 Hrs	- UNK/NR
Make/Model-	1000	Last 30 Days-	UNK/NR
Instrument-	900	Last 90 Days-	UNK/NR
Multi-Eng	- 8000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD JUST PURCHASED THE AIRCRAFT AND IT HAD LESS THAN ONE HOUR ON THE OVERHAULED ENGINE. THE PILOT WAS AT 1500 FEET WHEN THE ENGINE QUIT. ON FINAL APPROACH TO THE EMERGENCY LANDING AREA, THE AIRCRAFT COLLIDED WITH TREES. THE ENGINE EXAMINATION DISCLOSED THAT THE WRONG COUNTERWEIGHT CIRCLIPS WERE INSTALLED DURING THE ENGINE OVERHAUL. THIS CONDITION RESULTED IN THE FAILURE OF THE CRANKSHAFT COUNTERWEIGHT AND CAMSHAFT. THE ROD RETAINING NUTS WERE NOT INSTALLED PER LYCOMING SI 1106.

Brief of Accident (Continued)

File No. - 126

2/20/88

JACKSONVILLE,AL

A/C Reg. No. N1703R

Time (Lcl) - 1630 CST

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

Finding(s)

1. ENG ASSEMBLY,CRANKSHAFT COUNTERWEIGHTS/VIB DAMPER - NOT SECURED
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - OTHER MAINTENANCE PSNL
 3. MAINTENANCE,OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 82 1/08/88 DEWITT, AR A/C Reg. No. N4613S Time (Lcl) - 1845 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-CENTRAL FLYING SERVICE IN	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	2
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire		Crew	0		0		0		4
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0		0		4
Accident Occurred During	-LANDING										

-----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	- 6200	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	LITTLE ROCK, AR			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		DEWITT MUNICIPAL	
Wind Dir/Speed	- 030/003 KTS			Runway Ident	- 35
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- 3200/ 60
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- VFR	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE		FULL STOP		
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 8654	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 4	Make/Model - 1000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 604	Last 90 Days - 120
		Multi-Eng - 8427	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF N4613S WAS MAKING A VFR APPROACH INTO THE DE WITT, ARKANSAS MUNICIPAL AIRPORT. SNOW HAD BEEN REMOVED FROM THE RUNWAY AND PILED UP ON THE APPROACH END OF RUNWAY 35. THE NOSE GEAR OF THE AIRCRAFT CONTACTED THE PILED UP SNOW/ICE AT TOUCHDOWN, DAMAGING THE NOSE GEAR. WHEN THE NOSE GEAR TOUCHED DOWN ON THE RWY THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. THE AIRCRAFT DEPARTED THE RUNWAY INTO AN AREA OF SNOW IN WHICH THE NOSE GEAR COLLAPSED. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 82

1/08/88

DEWITT, AR

A/C Reg. No. N4613S

Time (Lcl) - 1845 CST

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

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. AIRPORT SNOW REMOVAL - IMPROPER - AIRPORT PERSONNEL
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

4. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, PARTIAL
5. DIRECTIONAL CONTROL - NOT POSSIBLE -

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

Finding(s)

6. TERRAIN CONDITION - SNOW COVERED

-----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) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. -- 122 1/18/88 LITTLE ROCK AFB, AR A/C Reg. No. N748BC Time (Lcl) - 1801 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew Pass

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

Make/Model - MEYER VARI-EZE
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL 65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 060/009 KTS
Visibility - .300 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DUSK

Itinerary

Last Departure Point
POOLI, IN
Destination
BENTON, AR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 32
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 500
Make/Model- 400
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 4
Last 30 Days- 15
Last 90 Days- 25
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT RECEIVED A WX BRIEFING AND WAS TOLD VFR WAS NOT RECOMMENDED. THE PILOT DID NOT FILE A FLIGHT PLAN AND FLEW AN AIRCRAFT NOT EQUIPPED FOR IFR INTO WEATHER WITH 100-FOOT OBSCURED CEILING AND .3 MILE VISIBILITY. THE AIRCRAFT CRASHED INTO THE GROUND AT A PITCH ATTITUDE OF 60-DEGREES NOSE DOWN.

Brief of Accident (Continued)

File No. - 122

1/18/88

LITTLE ROCK AFB, AR

A/C Reg. No. N748BC

Time (Lcl) - 1801 CST

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

Finding(s)

1. WEATHER CONDITION - OBSCURATION
 2. FLIGHT ADVISORIES - DISREGARDED - PILOT IN COMMAND
 3. LIGHT CONDITION - DUSK
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
 5. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 6. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
-

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

Finding(s)

7. SPATIAL DISORIENTATION - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7

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. - 78 3/15/88 WEST POINT, AR A/C Reg. No. N6750Q Time (Lcl) - 1015 CST

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

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

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

Make/Model - GRUMMAN G-164B	Eng Make/Model - P & W R985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GRIFFITHVILLE, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 320/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 8361
SE LAND, ME LAND	Months Since - 13	Make/Model- 3807
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 14
		Last 90 Days- 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID, SHORTLY AFTER TAKEOFF, ENROUTE TO AN AERIAL APPLICATION OPERATION, THE ENGINE BEGAN TO LOSE PWR AND BEGAN BACKFIRING. HE DUMPED A PORTION OF HIS LOAD, AND MADE AN EMERGENCY LDG IN A SOFT, UNPLANTED BEAN FIELD. AFTER ROLLING ABOUT 200 FEET, THE WHEELS SANK IN THE SOFT SOIL, AND THE ACFT NOSED OVER. POSTFLIGHT INSPECTION REVEALED NO. 6 CYLINDER TO BE CRACKED. THE INSURANCE COMPANY DECLARED THE ACFT A TOTAL LOSS.

Brief of Accident (Continued)

File No. - 78

3/15/88

WEST POINT, AR

A/C Reg. No. N6750Q

Time (Lc1) - 1015 CST

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

Phase of Operation CRUISE

1. ENGINE ASSEMBLY, CYLINDER - CRACKED

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. LOAD JETTISON - PERFORMED -

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 49 1/01/88 PHOENIX,AZ A/C Reg. No. N74169 Time (Lcl) - 0930 MST

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

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

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

Make/Model - BALLOON WORKS FIREFLY 8-24	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CAREFREE,AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 010/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 381
	Months Since - 18	Last 24 Hrs - 2
FREE BALLOON	Aircraft Type - F8-24	Make/Model- UNK/NR
		Last 30 Days- 32
		Instrument- 0
		Last 90 Days- 92

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SIGHTSEEING BALLOON FLIGHT, THE WINDS INCREASED TO THE POINT WHERE A HIGH WIND LANDING WAS MADE. DURING THE LANDING THE BASKET WAS DRAGGED RESULTING IN SUBSTANTIAL DAMAGE TO THE BASKET AND SERIOUS INJURY TO A PASSENGER. DURING TOUCHDOWN ONE OF THE PASSENGERS STARTED TO FALL FROM THE BASKET. THE PLT GRABBED HER AND THREW HER BACK INTO THE BASKET. THE PLT THEN WAS UNABLE TO REMAIN IN THE BASKET AND WAS DISLODGED, BUT MANAGED TO HANG ON, AS THE BASKET WAS DRAGGED.

Brief of Accident (Continued)

File No. - 49

1/01/88

PHOENIX,AZ

A/C Reg. No. N74169

Time (Lc1) - 0930 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND
4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - GROUND

-----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. - 57 1/17/88 SUN CITY,AZ A/C Reg. No. N90165 Time (Lcl) - 1530 MST

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

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

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

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-320	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 - 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	SCOTTSDALE,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 8000 FT THIN BKN	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - NONE	
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,ATP,CFI	Current - YES	Total - 11392
SE LAND,ME LAND	Months Since - 6	Make/Model- 109
HELICOPTER	Aircraft Type - B-737	Instrument- 1143
		Multi-Eng - 10465
		Last 24 Hrs - UNK/NR
		Last 30 Days- 71
		Last 90 Days- 183
		Rotorcraft - 109

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOW LEVEL PLEASURE FLIGHT, THE HELICOPTER WAS OPERATING IN A RAVINE. WHILE CLIMBING OUT, THE HELICOPTER COLLIDED WITH AN UNUSED TELEPHONE WIRE THAT WAS STRETCHED ACROSS THE RAVINE. THE PILOT WAS UNABLE TO MAINTAIN CONTROL OF THE AIRCRAFT AND COLLIDED WITH THE TERRAIN. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED PRIOR TO THE ACCIDENT. THE TELEPHONE LINE WAS NOT MARKED. THE ACFT WAS LOW IN THE RAVINE SO THE PASSENGER COULD TAKE VIDEO PICTURES, ACCORDING TO THE PLT. A LANDING HAD BEEN ATTEMPTED AND ABORTED, THE PLT STATED.

Brief of Accident (Continued)

File No. - 57

1/17/88

SUN CITY,AZ

A/C Reg. No. N90165

Time (Lc1) - 1530 MST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3 1/18/88 BOWIE, AZ

A/C Reg. No. N61DR

Time (Lcl) - 1200 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	3

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

Make/Model - AEROSPATIALE SA-341G
Landing Gear - SKID
Max Gross Wt - 3747
No. of Seats - 4

Eng Make/Model - ASTAZOU IIIA
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 592 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 270/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LORDSBURG, NM
Destination
PHOENIX, AZ

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - SNOW - WET

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - SA341G

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3250 Last 24 Hrs - 5
Make/Model- 160 Last 30 Days- 25
Instrument- 465 Last 90 Days- 100
Multi-Eng - 2550 Rotorcraft - 420

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED SANTA FE, NEW MEXICO ON A VFR PERSONAL FLIGHT TO PHOENIX, AZ. DUE TO INCLEMENT WEATHER, THE PILOT FLEW A CIRCUITOUS ROUTE TO THE SOUTH OF HIS PROPOSED COURSE. THE PILOT LANDED AT LORDSBURG, N.M. FOR FUEL. THE FLIGHT DEPARTED LORDSBURG AND UPON ARRIVING NEAR BOWIE, AZ, IN A MOUNTAINOUS AREA, THE PILOT RPTD THAT HE ENCOUNTERED A FAST MOVING COLD FRONT AND WAS ABOUT TO ENTER INTO IMC CONDITIONS. HE EXECUTED A "QUICK STOP" MANEUVER AND AN IMMEDIATE 180 DEG TURN. DURING THE TURN THE PILOT ADDED POWER AND COLLECTIVE, BUT THE ENGINE POWER DID NOT RESPOND; IT EXPERIENCED A COMPRESSOR STALL/SURGE. THE PILOT ELECTED TO EXECUTE AN AUTOROTATION AND THE HELICOPTER ROLLED OVER ON THE UPWARD SLOPING TERRAIN UPON LANDING.

Brief of Accident (Continued)

File No. - 3

1/18/88

BOWIE,AZ

A/C Reg. No. N61DR

Time (Lc1) - 1200 MST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - SNOW
3. WEATHER EVALUATION - POOR - PILOT IN COMMAND

Occurrence #2 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION
4. COMPRESSOR ASSEMBLY - STALL
5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - UPHILL

-----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) 1,2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 85 1/23/88 KIRKLAND,AZ

A/C Reg. No. N4884U

Time (Lcl) - 1330 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA TU206G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/010 KTS
Visibility - 65.0 SM
Lowest Sky/Clouds - 16000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOULDER CITY,NV
Destination
KIRKLAND,AZ

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 314
Make/Model- 126
Instrument- 43
Last 24 Hrs - UNK/NR
Last 30 Days- 1
Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CROSS COUNTRY FLT, THE ACFT STRUCK POWER LINES THAT WERE STRETCHED ACROSS A CANYON. THE UNMARKED WIRES WERE APRX 500 FT AGL. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS. NO EXPLANATION WAS GIVEN FOR THE LOW FLYING.

Brief of Accident (Continued)

File No. - 85

1/23/88

KIRKLAND, AZ

A/C Reg. No. N4884U

Time (Lc1) - 1330 MST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
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) 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. - 133 1/27/88 LAKE HAVASU CTY, AZ A/C Reg. No. N7069F Time (Lcl) - 1530 MST

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

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

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

Make/Model - CESSNA 150F	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	BLYTHE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKE HAVASU, AZ	LAKE HAVASU
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6167/ 100
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 8841
SE LAND, ME LAND	Months Since - 13	Make/Model - 3500
	Aircraft Type - PA-23	Instrument - 638
		Multi-Eng - 531
		Last 24 Hrs - 2
		Last 30 Days - 50
		Last 90 Days - 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PLEASURE FLT, WHILE ON FINAL APPROACH, THE ENGINE EXPERIENCED A PWR LOSS. AN EMERGENCY LANDING WAS MADE SHORT OF THE RWY WHERE THE ACFT COLLIDED WITH A TELEPHONE POLE, SLOWING THE ACFT DURING THE LANDING ROLL. INSPECTION OF THE ENGINE REVEALED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS, HOWEVER, WATER WAS FOUND IN THE CARBURETOR HEAT BOX. THE FUEL DRAINED FROM THE CARBURETOR SHOWED NO EVIDENCE OF CONTAMINATION. THE ENGINE WAS SUCCESSFULLY RUN AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 133

1/27/88

LAKE HAVASU CTY, AZ

A/C Reg. No. N7069F

Time (Lc1) - 1530 MST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - POLE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 197 3/15/88 PRESCOTT,AZ A/C Reg. No. N918ER Time (Lcl) - 1100 MST

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

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

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

Make/Model - CESSNA 172Q	Eng Make/Model - LYCOMING O-360-AN4	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 - 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	ERNEST A. LOVE
Wind Dir/Speed- 200/020 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7616/ 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		
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)
STUDENT	Current - N/A	Total - 87
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 87
		Last 30 Days- 10
		Instrument- 1
		Last 90 Days- 59

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A LOCAL SOLO INSTRUCTIONAL FLT, THE STUDENT PLT REPORTED THAT SHE WAS HAVING TROUBLE MAINTAINING RUNWAY ALIGNMENT WHILE ON FINAL APPROACH. ON TOUCHDOWN, THE ACFT LANDED HARD AND BOUNCED THREE TIMES BEFORE THE PLT ADDED POWER TO GO-AROUND. THE FLAPS WERE RETRACTED AND THE ACFT SETTLED AND A FULL STOP WAS MADE. THE PLT REPORTED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS OF THE ACFT.

Brief of Accident (Continued)

File No. - 197

3/15/88

PRESCOTT, AZ

A/C Reg. No. N918ER

Time (Lc1) - 1100 MST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 59 1/13/88 BLYTHE,CA

A/C Reg. No. N2516S

Time (Lcl) - 1400 PST

-----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 -UNKNOWN
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA T210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
UNKNOWN
Destination
SAME AS ACC/INC

Airport Proximity -
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

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

Medical Certificate - UNK/NR
Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA T210L WAS FOUND ABANDONED WITH THE LANDING GEAR COLLAPSED. SKID MARKS WERE NOTED ON THE GROUND WHERE THE AIRCRAFT HAD TOUCHED DOWN ON THE ROUGH TERRAIN. THE PILOT WAS NEVER IDENTIFIED AND TRACES OF ILLEGAL CONTRABAND WERE FOUND IN THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 59

1/13/88

BLYTHE, CA

A/C Reg. No. N2516S

Time (Lc1) - 1400 PST

Occurrence #1 COMPLETE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 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. - 89 1/16/88 CHICO, CA

A/C Reg. No. N2977T

Time (Lcl) - 1900 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - AERO COMMANDER 200D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
HAWTHORNE, CA
Destination
CHICO, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CHICO
Runway Ident - 13
Runway Lth/Wid - 6724/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 65
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - AC-200

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1630
Make/Model- 800
Instrument- 82
Multi-Eng - 40
Last 24 Hrs - 6
Last 30 Days- 8
Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF A CROSS COUNTRY FLT, WHILE IN THE PATTERN TURNING FROM BASE TO FINAL, THE PLT STATED THAT THE ARPT ENVIRONMENT WAS LOST. AT THE SAME TIME, THE INSTRUMENT WHITE LIGHTS, UNDER THE GLARESHIELD BEGAN TO FLICKER WHICH DROWNED OUT THE NORMAL INSTRUMENT LIGHTING. THE PLT DOES NOT REMEMBER THE OCCURRENCES FROM APRX 1000 FT AGL WHILE TURNING TO FINAL TO THE TIME THE ACFT COLLIDED WITH THE TERRAIN, APRX 1 MILE SHORT OF THE RWY. OTHER THAN THE FLICKERING LIGHTS, THERE WERE NO OTHER MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.

Brief of Accident (Continued)

File No. - 89

1/16/88

CHICO, CA

A/C Reg. No. N2977T

Time (Lcl) - 1900 PST

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

Finding(s)

1. INSTRUMENT LIGHTS - FLUCTUATING
 2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. DIVERTED ATTENTION - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED
5. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 88 1/25/88 REDBLUFF, CA

A/C Reg. No. N7929E

Time (Lcl) - 1736 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	1

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

Fire
NONE

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

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/004 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MCMINNVILLE, OR
Destination
CHICO, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 320
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLT, THE ENGINE EXPERIENCED A COMPLETE PWR LOSS. THE PLT MADE A FORCED LANDING WHERE THE ACFT COLLIDED WITH THE TERRAIN 1 MILE SHORT OF THE RWY. INSPECTION OF THE ACFT REVEALED THAT THE FUEL TANKS WERE NEAR EMPTY. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE ACFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 88

1/25/88

REDBLUFF,CA

A/C Reg. No. N7929E

Time (Lcl) - 1736 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 87 1/26/88 DIAMOND SPRINGS, CA A/C Reg. No. N1706Q Time (Lcl) - 1330 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

Injuries		
Fatal	Serious	Minor
0	0	0
0	0	0

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

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

Eng Make/Model - CONTINENTAL O-200
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 - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 320/003 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LODI, CA
Destination
PLACERVILLE, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 24

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 534

Make/Model- 28

Instrument- 82

Multi-Eng - 22

Last 24 Hrs - UNK/NR

Last 30 Days- 14

Last 90 Days- 81

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLT, APPROACHING THE AIRPORT THE ENGINE EXPERIENCED A TOTAL LOSS OF POWER. THE PLT MADE A FORCED LANDING IN A FIELD WHERE DURING THE LANDING ROLL THE ACFT NOSED OVER. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED. THE ACFT HAD BEEN OPERATING IN THE RANGE OF SERIOUS ICING AT GLIDE POWER.

Brief of Accident (Continued)

File No. - 87

1/26/88

DIAMOND SPRINGS,CA

A/C Reg. No. N1706Q

Time (Lcl) - 1330 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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. - 50 1/27/88 HALF MOON BAY,CA A/C Reg. No. N49RC Time (Lcl) - 1517 PST

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

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

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

Make/Model - COLMAN BD-4	Eng Make/Model - LYCOMING O-320-D2E	ELT Installed/Activated - YES/YES
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 - 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	HALF MOON BAY,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - N/A	Type of Clearance - VFR	Runway Status - DRY
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 99
SE LAND	Months Since - 4	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- 8
		Last 30 Days- 3
		Instrument- 0
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED WITH THE GROUND AFTER AN UNSUCCESSFUL ATTEMPT TO RESTART THE ENGINE. THE ENGINE GASCOLATOR CONTAINED A LARGE DONUT SHAPED PIECE OF RUBBER FROM AN AEROQUIP FUEL HOSE FITTING.

Brief of Accident (Continued)

File No. - 50

1/27/88

HALF MOON BAY, CA

A/C Reg. No. N49RC

Time (Lc1) - 1517 PST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FUEL SYSTEM, LINE - FAILURE, PARTIAL
 2. FUEL SYSTEM, STRAINER - BLOCKED(PARTIAL)
 3. FLUID, FUEL - STARVATION
 4. EMERGENCY PROCEDURE - ATTEMPTED -
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 188 1/30/88 SONOMA, CA A/C Reg. No. N5058K Time (Lcl) - 1720 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SONOMA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SCHELLVILLE
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 75
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 302
SE LAND	Months Since - 1	Make/Model- 46
	Aircraft Type - C-172RG	Instrument- 57
		Multi-Eng - 11
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 49
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF A LOCAL PLEASURE FLIGHT, DURING THE LANDING ROLL, THE PILOT LOST CONTROL OF THE AIRCRAFT AND GROUND LOOPED. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 188

1/30/88

SONOMA, CA

A/C Reg. No. N5058K

Time (Lc1) - 1720 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 5. PROPER TOUCHDOWN POINT - NOT ATTAINED - 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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 189 2/06/88 TRUCKEE, CA

A/C Reg. No. N5533S

Time (Lcl) - 1730 PDT

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

Fire Crew
NONE Pass

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

Make/Model - CESSNA TR182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 350/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 20000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
REDDING, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TRUCKEE
Runway Ident - 28
Runway Lth/Wid - 6401/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 174 Last 24 Hrs - 4
Make/Model- 54 Last 30 Days- 23
Instrument- 4 Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE PILOT STATED THAT HE LOST DIRECTIONAL CONTROL. THE AIRCRAFT EXITED THE RUNWAY AND COLLIDED WITH A SNOWBANK. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.

Brief of Accident (Continued)

File No. - 189

2/06/88

TRUCKEE,CA

A/C Reg. No. N5533S

Time (Lc1) - 1730 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. WEATHER CONDITION - CROSSWIND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SNOWBANK

-----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. - 164 2/09/88 SAN JOSE, CA A/C Reg. No. N2036C Time (Lcl) - 1030 PST

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

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

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

Make/Model	- BEECH M35	Eng Make/Model	- CONTINENTAL IO-470C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 250 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - ACFT RADIO</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point RED BLUFF, CA</p> <p>Destination SAN JOSE, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - STRAIGHT-IN FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data REID-HILLVIEW</p> <p>Runway Ident - 31R</p> <p>Runway Lth/Wid - 6000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 554
SE LAND	Months Since - 8	Make/Model- 24
	Aircraft Type - PA-28	Instrument- 1
		Multi-Eng - 85
		Last 24 Hrs - 2
		Last 30 Days- 20
		Last 90 Days- 54

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLIGHT, WHILE ON FINAL APPROACH TO THE AIRPORT, THE ENGINE QUIT. THE PILOT MADE A FORCED LANDING IN A SHOPPING CENTER PARKING LOT, WHERE THE AIRCRAFT COLLIDED WITH THREE PARKED VEHICLES. INSPECTION OF THE ENGINE DID NOT IDENTIFY ANY MECHANICAL FAILURES OR MALFUNCTIONS. SEVERAL GALLONS OF FUEL WERE DRAINED FROM THE SYSTEM.

Brief of Accident (Continued)

File No. - 164

2/09/88

SAN JOSE, CA

A/C Reg. No. N2036C

Time (Lcl) - 1030 PST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - 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. - 190 2/18/88 TEMECULA, CA A/C Reg. No. N5135K Time (Lcl) - 1735 PST

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

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

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

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	RANCHO CALIFORNIA
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 30
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 3023/ 60
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 - 33	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 87
SE LAND	Months Since	- 6	Make/Model- UNK/NR
	Aircraft Type	- UNK/NR	Instrument- 0
			Last 24 Hrs - UNK/NR
			Last 30 Days- UNK/NR
			Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A LOCAL PLEASURE FLIGHT, WHILE ON FINAL APPROACH, THE PILOT REPORTED THAT THERE WAS A STRONG CROSSWIND. JUST PRIOR TO TOUCHDOWN THE WING LIFTED AND THE PILOT LOST CONTROL OF THE AIRCRAFT AND COLLIDED WITH A WIND TEE. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.

Brief of Accident (Continued)

File No. - 190

2/18/88

TEMECULA,CA

A/C Reg. No. N5135K

Time (Lcl) - 1735 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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) 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. - 93 2/20/88 BIG BEAR CITY, CA A/C Reg. No. N1461L Time (Lcl) - 1514 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - BEECH A23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-346A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 165 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 - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIG BEAR CITY, 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)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - A23

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

Total - 1002 Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- 16
Instrument- 105 Last 90 Days- 56

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PASSENGER TOLD FRIENDS THAT THE PILOT WAS GOING TO PERFORM SOME AEROBATIC MANEUVERS NEAR THE LODGE WHERE THEY WERE STAYING. THE OTHER RESIDENTS IN THE LODGE REPORTED THAT THE AIRPLANE FLEW VERY LOW OVER THE HOUSE AND PROCEEDED TOWARDS THE EAST. AFTER REACHING THE EASTERN SIDE OF THE VALLEY, THE PILOT EXECUTED A 180 DEG RIGHT TURN TOWARDS THE LODGE. WHEN THE AIRPLANE WAS ABOUT 1000 YARDS EAST OF THE LODGE, THE PILOT PULLED THE AIRPLANE INTO A NEAR VERTICAL CLIMBING ATTITUDE AND ENTERED INTO WHAT WAS DESCRIBED BY THE WITNESSES AS A HAMMERHEAD STALL TYPE MANEUVER. THE AIRPLANE THEN PITCHED DNWARD. BEFORE REACHING TREES, IT APPEARED THE NOSE WAS COMING UP BUT THE AIRPLANE DISAPPEARED BEHIND THE TREELINE. SHORTLY THEREAFTER THE WITNESSES HEARD A MUFFLED IMPACT SOUND AND THEN SAW A FIREBALL EMANATING FROM BEHIND THE TREELINE. THE INVESTIGATION DSCLD NO EVIDENCE OF ANY AIRPLANE PREIMPACT MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 93

2/20/88

BIG BEAR CITY, CA

A/C Reg. No. N1461L

Time (Lcl) - 1514 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation MANEUVERING

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 191 3/07/88 SHANDON, CA A/C Reg. No. N91286 Time (Lcl) - 1100 PST

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	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 - 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	PASO ROBLES, CA	PRIVATE STRIP
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1300
SE LAND	Months Since - 28	Make/Model- 300
	Aircraft Type - PA-18	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 15
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMB, AT APPROXIMATELY 20 FEET AGL, A GUST OF WIND FORCED THE AIRCRAFT OFF COURSE, RESULTING IN A COLLISION WITH A SHED NEAR THE PRIVATE DIRT STRIP. THE PILOT REPORTED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRCRAFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 191

3/07/88

SHANDON,CA

A/C Reg. No. N91286

Time (Lc1) - 1100 PST

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

Finding(s)

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

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

Finding(s)

3. OBJECT - BUILDING(NONRESIDENTIAL)
-

-----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. - 192 3/08/88 COLUMBIA, CA A/C Reg. No. N8216E Time (Lcl) - 1236 PST

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point MODESTO, CA	
Method - N/A	Destination COLUMBIA, CA	Airport Data COLUMBIA
Completeness - N/A	ATC/Airspace	Runway Ident - 17
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 4060/ 75
Wind Dir/Speed- 180/010 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 5.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Sky/Clouds - 25000 FT SCATTERED	FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 120
SE LAND	Months Since - 5	Last 24 Hrs - 0
	Aircraft Type - C-172	Make/Model- 53
		Last 30 Days- 2
		Instrument- 0
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A PLEASURE FLIGHT, WHILE ON SHORT FINAL OVER THE LANDING THRESHOLD, THE LEFT WING SUDDENLY LIFTED. THE PILOT LOST CONTROL OF THE AIRCRAFT WHICH COLLIDED WITH THE TERRAIN AND NOSED OVER. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 192

3/08/88

COLUMBIA, CA

A/C Reg. No. N8216E

Time (Lc1) - 1236 PST

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 193 3/13/88 PLACERVILLE, CA A/C Reg. No. N6967R Time (Lc1) - 2130 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - BEECH C23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A4J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAN JOSE, CA
Destination
PLACERVILLE, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PLACERVILLE
Runway Ident - 23
Runway Lth/Wid - 4200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 70
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - BE-23

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

Total	-	3434	Last 24 Hrs -	3
Make/Model-	1789	Last 30 Days-	23	
Instrument-	161	Last 90 Days-	50	
Multi-Eng -	1164			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER TOUCH-DOWN, THE PILOT STATED THAT A DEER DARTED OUT IN FRONT OF THE AIRCRAFT. THE PILOT DID NOT HAVE TIME TO AVOID COLLIDING WITH THE ANIMAL.

Brief of Accident (Continued)

File No. - 193

3/13/88

PLACERVILLE, CA

A/C Reg. No. N6967R

Time (Lc1) - 2130 PST

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - ANIMAL(S)

2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 175 3/19/88 PHELAN, CA A/C Reg. No. N3829A Time (Lcl) - 1430 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 - SCHWEIZER SGS 1-26A	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 - 600	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ADELANTO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1328
ME LAND	Months Since - 2	Make/Model- 49
	Aircraft Type - F-4F	Instrument- 145
		Multi-Eng - 1243
		Last 24 Hrs - 2
		Last 30 Days- 18
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL FLIGHT THE PILOT WAS UNABLE TO FIND SUFFICIENT LIFT TO MAINTAIN ALTITUDE. A FORCED LANDING WAS SET UP ON A DIRT ROAD, HOWEVER, DUE TO TRAFFIC INTERFERENCE, THE PILOT DIVERTED TO THE SIDE OF THE ROAD WHERE THE AIRCRAFT STRUCK A TREE. THE PLT POSSESSES A GERMAN ISSUED CERT WITH MEL, INST & CFI. HE ALSO HAD A US STUDENT CERT ISSUED 4/30/83, EXPIRED 4/30/85. THE PLT COMPLETED A BIENNIAL FLT REVIEW IN A PHANTOM F-4F TWO MONTHS PRIOR TO THE ACC THROUGH A MILITARY TRAINING PROGRAM. HE ALSO HOLDS A CURRENT USAF MED CERT WITH NO WAIVERS OR LIMITATIONS AND IS ON ACTIVE FLYING STATUS.

Brief of Accident (Continued)

File No. - 175

3/19/88

PHELAN,CA

A/C Reg. No. N3829A

Time (Lc1) - 1430 PST

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

Finding(s)

1. WEATHER CONDITION - NO THERMAL LIFT
 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. OBJECT - VEHICLE
-

----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. - 54 1/08/88 GREELEY, CO A/C Reg. No. N280SV Time (Lcl) - 1400 MST

-----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		Crew	0	0	0	0
Accident Occurred During	-TAKEOFF	NONE	Pass	0	0	0	0

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	SAME AS ACC/INC		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	WELD COUNTY	
Wind Dir/Speed	- CALMABLE		Runway Ident	- 09
Visibility	- 8.0 SM	ATC/Airspace	Runway Lth/Wid	- 6200/ 75
Lowest Sky/Clouds	- 15000 FT SCATTERED	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)	
STUDENT	Current - N/A	Total - 45	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 45	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY 09, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS LIGHT AND VARIABLE. THE PLT SAID THAT DURING THE 4TH T&G, HE LANDED A LITTLE FAST AND NOT PERFECTLY ALIGNED WITH THE RWY. WHEN HE APPLIED PWR TO TAKEOFF, THE AIRCRAFT TURNED TO THE LT AND HE DID NOT COMPENSATE WITH ENOUGH RUDDER. THE ACFT SWERVED TO THE LT SIDE OF THE RWY, COLLIDED WITH A SNOWBANK AND NOSED OVER.

Brief of Accident (Continued)

File No. - 54

1/08/88

GREELEY, CO

A/C Reg. No. N280SV

Time (Lcl) - 1400 MST

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
3. RUDDER - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 9 1/10/88 AURORA, CO A/C Reg. No. N3406S Time (Lcl) - 1445 MST

-----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	- CESSNA 182G	Eng Make/Model	- CONTINENTAL O-470R	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-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 160/005 KTS</p> <p>Visibility - 70.0 SM</p> <p>Lowest Sky/Clouds - 12000 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> - ERIE, CO</p> <p>Destination</p> <p> - 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</p> <p> - ON AIRPORT</p> <p>Airport Data</p> <p> - AURORA</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 5000/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p> - PRIVATE</p> <p> - SE LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p> Current - YES</p> <p> Months Since - 18</p> <p>Aircraft Type - C-182</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p> Total - 305</p> <p> Make/Model- 85</p> <p> Instrument- 0</p> <p> Last 24 Hrs - 1</p> <p> Last 30 Days- UNK/NR</p> <p> Last 90 Days- 5</p>
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Instrument Rating(s) - NONE

-----Narrative-----

N3406S WAS LANDING ON RWY 32, AN ASPHALT RWY 5,000 FT LONG AND 40 FT WIDE. THE RWY WAS CLEAR AND DRY, BUT THE TERRAIN SURROUNDING THE RWY WAS COVERED BY 12 TO 15 INCHES OF SNOW. THE WIND AT AN ARPT 5 MI SW WAS FROM 160 DEG AT 5 KTS. IN HIS RPT OF THE ACDT THE PLT SAID HE FAILED TO PROPERLY JUDGE HIS ALT OVER THE FLAT, UNBROKEN SNOW FIELD AND TOUCHED DOWN 100 FT SHORT OF THE RWY. UPON TOUCHDOWN THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 9 1/10/88 AURORA, CO

A/C Reg. No. N3406S

Time (Lcl) - 1445 MST

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
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) 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. - 42 1/10/88 LITTLETON, CO

A/C Reg. No. N5245G

Time (Lcl) - 1405 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - OTHER WORK USE

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

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

Make/Model - CESSNA 305A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2100

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11-B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 240 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DENVER, CO

Destination

LITTLETON, CO

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

BOWEN FARM 1

Runway Ident - 09

Runway Lth/Wid - 2200/ 50

Runway Surface - GRASS/TURF

Runway Status - SNOW - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - C-305

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3858

Make/Model- 2700

Instrument- 285

Multi-Eng - 394

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT WAS LANDING FROM A BANNER TOWING FLIGHT. THE TURF RUNWAY WAS SNOW COVERED AND HAD SNOW RIDGES ALONG BOTH SIDES. THE RUNWAY WAS UPHILL FOR ABOUT ONE HALF OF ITS 2,200 FOOT LENGTH. WINDS WERE CALM, AND RUNWAY 09 WAS SELECTED. DURING ROLLOUT, THE AIRCRAFT DRIFTED LEFT AND THE LEFT MAIN WHEEL CLIMBED THE SNOW RIDGE. THE RIGHT WING DIPPED AND STRUCK THE TERRAIN. THE AIRCRAFT CARTWHEELED TO THE LEFT AND DAMAGED THE OTHER WING AND CAME TO REST.

Brief of Accident (Continued)

File No. - 42

1/10/88

LITTLETON, CO

A/C Reg. No. N5245G

Time (Lcl) - 1405 MST

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
-

-----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. - 147 1/16/88 ELBERT, CO A/C Reg. No. N9937U Time (Lcl) - 1930 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

Type of Operation -PERSONAL

Fire

Crew

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

NONE

Pass

1

0

0

0

Accident Occurred During -MANEUVERING

2

0

0

0

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

Make/Model - GULFSTREAM AMERICAN AA-5A

Eng Make/Model - LYCOMING O-320-E2G

ELT Installed/Activated - YES/YES

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 - IMC

Wind Dir/Speed- 130/011 KTS

Visibility - .750 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 100 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - SNOW

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

RAPID CITY, SD

Destination

COLO. SPRINGS, CO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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 - 40

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - AA-5A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 266

Make/Model- 98

Instrument- 3

Last 24 Hrs - 4

Last 30 Days- 4

Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH SLIGHTLY RISING TERRAIN WITH THE RT WING SLIGHTLY DOWN AND THE NOSE ATTITUDE LEVEL. FOLLOWING THE FIRST CONTACT, THE ACFT SKIPPED ABOUT 90 FT AND THE 2ND IMPACT WAS IN A MORE PRONOUNCED RT WING LOW AND NOSE DOWN ATTITUDE. THE CANOPY WAS EJECTED AND FOUND 20 FT RT AND 30 FT FWD OF THE 2ND IMPACT POINT. THE ACFT DISINTEGRATED FROM THE 2ND IMPACT POINT ALONG A 480 FT PATH WHICH WAS 147 FT WIDE. THE FRONT SEAT OCCUPANTS WERE STILL STRAPPED IN THEIR SEATS. THE REAR SEAT OCCUPANT WAS NOT STRAPPED IN AND WAS EJECTED 110 FT FROM THE MAIN WRECKAGE. THE ACFT WAS ENROUTE FROM RAPID CITY, SD TO COLORADO SPRINGS, CO. THE CRASH SITE WAS 3 MILES WEST OF ELBERT, CO. AT AN ELEVATION OF APPRX 7100 FT MSL. A WITNESS AT ELBERT, CO. SAID AT THE TIME OF THE ACC THE CLOUDS WERE "ON THE GROUND" AND VISIBILITY WAS "VERY POOR." WX IN COLORADO SPRINGS WAS 100 OVERCAST 3/4 MILE VISIBILITY IN SNOW. THERE IS NO EVIDENCE THAT THE PLT CHECKED THE WX. ACFT HEADING AT IMPACT WAS AWAY FROM A HEADING TO THE FLTS DESTINATION.

Brief of Accident (Continued)

File No. - 147

1/16/88

ELBERT, CO

A/C Reg. No. N9937U

Time (Lc1) - 1930 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

4. TERRAIN CONDITION - RISING
5. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

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

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. - 56 1/27/88 COLORADO SPRING, CO A/C Reg. No. N1246T Time (Lcl) - 1900 MST

-----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
					2

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PUEBLO, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MEADOW LAKE
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4150/ 35
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		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 148
SE LAND	Months Since - 4	Make/Model- 117
	Aircraft Type - PA-32	Instrument- 7
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND TWO PASSENGERS WERE CONDUCTING A PERSONAL NIGHT FLIGHT. DURING LANDING, THE AIRCRAFT DRIFTED LEFT AND THE LEFT MAIN GEAR STRUCK A SNOW DRIFT. THE PLT ELECTED TO GO AROUND AND ON THE SECOND APPROACH AT TOUCHDOWN, THE AIRCRAFT SKIDDED LEFT AND THE LEFT WING SETTLED ONTO THE SNOW DRIFT. THE WING SLID ALONG THE SNOW DRIFT FOR 300 FEET, BEFORE COMING TO REST. THE LEFT MAIN GEAR HAD SEPARATED FROM THE AIRCRAFT DURING THE FIRST LANDING. THE PLTS RECOMMENDATION FOR PREVENTION OF THIS ACC WAS "GO-AROUND SOONER BEFORE TOUCHDOWN IN SNOWBANK THAT SHEARED OFF LANDING GEAR."

Brief of Accident (Continued)

File No. - 56

1/27/88

COLORADO SPRING, CO

A/C Reg. No. N1246T

Time (Lc1) - 1900 MST

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

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - SEPARATION
6. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

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

----Probable Cause----

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

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. - 2 1/30/88 PEYTON, CO

A/C Reg. No. N62491

Time (Lcl) - 0945 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 315/005 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
ENGLEWOOD, CO
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MEADOW LAKE
Runway Ident - 15
Runway Lth/Wid - 4150/ 30
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-182RG

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

Total	- 1750	Last 24 Hrs	- 0
Make/Model-	172	Last 30 Days-	23
Instrument-	112	Last 90 Days-	32
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE PLT ALLOWED THE ACFT'S RIGHT MAIN LANDING GEAR TO STRIKE SOME SNOW CAUSING THE ACFT TO VEER OFF THE RWY. PRIOR TO STOPPING, THE ACFT RAN INTO WET SNOW AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2 1/30/88 PEYTON,CO

A/C Reg. No. N62491

Time (Lcl) - 0945 MST

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SNOW COVERED
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 143 1/31/88 PUEBLO, CO A/C Reg. No. N9393H Time (Lcl) - 1600 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries

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

Fire
NONE

Crew
Pass

Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

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

Make/Model - CESSNA 182R
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3100
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 090/005 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 300 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TELLURIDE, CO
Destination
COLORADO SPRING, CO

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PUEBLO
Runway Ident - 08L
Runway Lth/Wid - 10496/ 150
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 462	Last 24 Hrs - 2
Make/Model- 462	Last 30 Days- UNK/NR
Instrument- 71	Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUMENT RATED PVT PLT WAS COMPLETING A PERSONAL IFR FLIGHT FROM TELLURIDE, COLORADO, TO COLORADO SPRINGS, COLORADO, WITH THREE PAX. THE DESTINATION WX WENT BELOW IFR MINIMUMS PRIOR TO THE FLIGHT'S ARRIVAL AND THE AIRCRAFT DIVERTED TO PUEBLO, COLORADO, FOR AN INSTRUMENT LANDING. WX WAS 300 OBSCURED, VISIBILITY 1 MILE, TEMPERATURE AND DEWPOINT 30 DEGREES, WIND 090 AT 5 KNOTS, RESTRICTIONS TO VISIBILITY WERE FOG AND SNOW. DURING THE APPROACH TO RNWY 8L, WINDSCREEN ICING OCCURRED AND ICE COULD BE SEEN ON THE AIRCRAFT SURFACES. AT FLARE FOR TOUCHDOWN, THE AIRCRAFT WAS SLOWED TO 70 KNOTS AT 5 FEET OF ALTITUDE AND STALLED. A HARD LANDING RESULTED, AND THE AIRCRAFT TAXIED TO PARKING. NO DAMAGE WAS VISIBLE AND THIS INCIDENT WAS UNREPORTED UNTIL A MECHANIC DISCOVERED FIREWALL DAMAGE DURING A HARD LANDING INSPECTION LATER.

Brief of Accident (Continued)

File No. - 143

1/31/88

PUEBLO, CO

A/C Reg. No. N9393H

Time (Lc1) - 1600 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - OBSCURATION
 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - ICING CONDITIONS
 4. WEATHER CONDITION - SNOW
-

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

Finding(s)

5. WING - ICE
 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) 2,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 196 2/02/88 DURANGO, CO A/C Reg. No. N5808 Time (Lcl) - 2032 MST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-ASPEN AIRWAYS, INC.	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	2	0

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

Make/Model	- CONVAIR 580	Eng Make/Model	- ALLISON 501D-13-H	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 54600	Engine Type	- TURBOPROP		
No. of Seats	- 53	Rated Power	- 3750 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- COMPANY	Last Departure Point	ON AIRPORT
Method	- IN PERSON	DENVER, CO	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- IMC	DURANGO, CO	LA PLATA COUNTY
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- 02
Lowest Sky/Clouds	- N/A	Type of Clearance	- 9200/ 150
Lowest Ceiling	- 500 FT OBSCURED	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- FOG		Runway Status
Precipitation	- SNOW		- SNOW - WET
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 7342
SE LAND, ME LAND	Months Since - 4	Make/Model	- 2858
	Aircraft Type - CV-580	Instrument	- 833
		Multi-Eng	- 6237
		Last 24 Hrs	- 2
		Last 30 Days	- 98
		Last 90 Days	- 221

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER MAKING AN IFR APPROACH, THE PILOT MADE A GO-AROUND BECAUSE HE WAS BLINDED BY THE REFLECTION OF THE LANDING/TAXI LIGHTS AGAINST THE FALLING SNOW. THE PILOT LANDED THE AIRCRAFT AFTER THE SECOND APPROACH. THE PILOT SAID HE SENSED THE AIRCRAFT DRIFTING TO THE LEFT AND HE TRIED TO CORRECT, BUT IT COLLIDED WITH A SNOW BANK. THE INVESTIGATION DISCLOSED NO EVIDENCE OF AIRCRAFT HYDROPLANING OR SKIDDING. AIRPORT MANAGEMENT ELECTED TO DELAY PLOWING THE RUNWAY FOR FEAR OF IT FREEZING OVER. PASSENGERS CLAIMED THERE WAS 2-3 INCHES OF SNOW ON TOP OF A 3/4- INCH LAYER OF SLUSH. FURTHER INVESTIGATION REVEALED THAT THE RUNWAY LIGHTS WERE OF VARIOUS INTENSITIES BECAUSE SOME UNAPPROVED LIGHT BULBS OF DIFFERENT AMPERAGE WERE USED. THE RUNWAY WAS NOT EQUIPPED WITH CENTERLINE LIGHTING. THE PAINTED WHITE CENTERLINE STRIPE WAS COVERED BY SNOW AND SLUSH.

Brief of Accident (Continued)

File No. - 196

2/02/88

DURANGO, CO

A/C Reg. No. N5808

Time (Lcl) - 2032 MST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY MARKING - FOREIGN SUBSTANCE COVERED
2. AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. TERRAIN CONDITION - SNOWBANK
7. AIRPORT FACILITIES, CENTERLINE LIGHTS - UNAVAILABLE
8. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAPPROVED
9. LIGHT CONDITION - DARK NIGHT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 124 2/03/88 BRIGHTON, CO A/C Reg. No. N1153A Time (Lcl) - 1750 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-18-125
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 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 - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 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 - 18 Last 24 Hrs - 4
Make/Model- 18 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS OBSERVED BY WITNESSES TO "BUZZ" THE CITY OF BRIGHTON, COLORADO. WITNESSES STATED THAT N1153A FLEW OVER HOUSES AND BUILDINGS AT A VERY LOW ALTITUDE. THE ACFT WAS THEN OBSERVED TO CLIMB TO A HIGH ALTITUDE, DO A "WING OVER" OR "HAMMERHEAD" MANUEVER, THEN DESCEND IN A NEAR VERTICAL, NOSE DOWN ALTITUDE. THE ACFT REMAINED IN THAT ATTITUDE UNTIL GROUND IMPACT. THERE WAS NO EVIDENCE OF A MECH MALFUNCTION OR FAILURE OF THE ACFT PRIOR TO THE IMPACT. THE STUDENT HAD WRITTEN A LTR TO A GIRLFRIEND EXPRESSING HIS "UNBELIEVABLE TALENT FOR FLYING." THE PILOT HAD A TOTAL FLIGHT TIME OF 18 HOURS.

Brief of Accident (Continued)

File No. - 124

2/03/88

BRIGHTON, CO

A/C Reg. No. N1153A

Time (Lc1) - 1750 MST

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 61 2/12/88 ENGLEWOOD, CO A/C Reg. No. N4914D Time (Lcl) - 1610 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	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 - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 300/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
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 - 235
SE LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 180
		Instrument- 36
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE PLT WAS PRACTICING LANDINGS AT CENTENNIAL AIRPORT, DENVER, COLORADO. RNWY 17L, AN ASPHALT RNWY 8,500 FEET LONG AND 101 FEET WIDE, WAS IN USE. THE PLT REPORTED THAT WHEN HE ATTEMPTED TO ADD POWER ON FINAL APPROACH, THE THROTTLE CABLE WOULD NOT MOVE. SEVERAL ATTEMPTS WERE MADE TO FREE THE THROTTLE TO NO AVAIL. THE ENGINE REMAINED AT 1700 RPM AND THE AIRCRAFT UNDERSHOT THE APPROACH. THE AIRCRAFT IMPACTED ONE QUARTER MILE SHORT OF THE RUNWAY IN A FIELD. A POST ACCIDENT INSPECTION PROVIDED EVIDENCE THAT THE PLASTIC COATING ON THE THROTTLE CABLE HAD DISINTEGRATED. PIECES OF THE COATING WERE FOUND IN THE OUTER HOUSING.

Brief of Accident (Continued)

File No. - 61

2/12/88

ENGLEWOOD, CO

A/C Reg. No. N4914D

Time (Lcl) - 1610 MST

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

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

1. THROTTLE/POWER LEVER, CABLE - MOVEMENT RESTRICTED

2. THROTTLE/POWER LEVER, CABLE - DETERIORATED

3. THROTTLE/POWER LEVER - BINDING(MECHANICAL)

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 149 2/13/88 AURORA, CO A/C Reg. No. N9419C Time (Lcl) - 1830 MST

-----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	3

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

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 320/015 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ALBUQUERQUE, NM
Destination
AURORA, CO

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

AURORA
Runway Ident - 32
Runway Lth/Wid - 5000/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 29
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 136
Make/Model- 10
Instrument- 1
Multi-Eng - 37
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS FLYING HIS FAMILY TO DENVER, CO, FROM VICTORVILLE, CA. THE PILOT STATED THAT HIS APPROACH WAS RUSHED AND THE AIRCRAFT ARRIVED ON FINAL TOO HIGH. FULL FLAPS WERE USED AND AT THE FLARE, THE AIRCRAFT BALLOONED AND WAS NOT ALIGNED PROPERLY. AN ATTEMPTED GO-AROUND WAS NOT SUCCESSFUL. THE FLAPS WERE NOT RETRACTED AND THE AIRCRAFT SETTLED TO THE RUNWAY WITH THE LEFT MAIN ON THE RUNWAY AND THE RIGHT MAIN IN SNOW BESIDE THE RUNWAY. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED DOWN.

Brief of Accident (Continued)

File No. - 149

2/13/88

AURORA, CO

A/C Reg. No. N9419C

Time (Lcl) - 1830 MST

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

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

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 62 2/20/88 DURANGO, CO

A/C Reg. No. N9848M

Time (Lcl) - 1242 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - CESSNA TU-206
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 75.0 SM
Lowest Sky/Clouds - 22000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TUCSON, AZ
Destination
TELLURIDE, CO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 189
Make/Model- 86
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- 12
Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A CROSS COUNTRY FLIGHT THE PLT RAN SHORT OF FUEL AND ALTERED COURSE TO ANOTHER AIRPORT. THE PILOT SAID THE ACFT ENGINE FAILED SHORT OF THE NEW DESTINATION DUE TO FUEL EXHAUSTION. THE PLT PERFORMED AN EMERGENCY LANDING IN AN OPEN FIELD AND THE ACFT SUSTAINED SUBSTANTIAL DAMAGE DURING THE LANDING.

Brief of Accident (Continued)

File No. - 62

2/20/88

DURANGO, CO

A/C Reg. No. N9848M

Time (Lc1) - 1242 MST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - SNOW COVERED
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. - 104 2/21/88 LOVELAND, CO

A/C Reg. No. N756EY

Time (Lc1) - 1700 MST

-----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	5

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

Fire
NONE

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

Make/Model - CESSNA 206G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/004 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
LOVELAND, CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5434
Make/Model- 106
Instrument- 1300
Multi-Eng - 595
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 49
Rotorcraft - 1350

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

A COMMERCIAL PLT WAS FLYING A GROUP OF PARACHUTISTS FOR A SKYDIVING CLUB. THE AIRCRAFT ENCOUNTERED TURBULENCE DURING A CLIMB TO 4,500 FEET AGL. AS THE SECOND JUMPER WAS EXITING, THE AIRCRAFT DROPPED AND THE PARACHUTIST STRUCK THE HORIZONTAL STABILIZER. THE OUTER FOUR INCHES WERE BENT DOWNWARD AND THE ASSEMBLY WAS PULLED ONE INCH FROM THE FUSELAGE. THE PLT MADE A NORMAL LANDING AND AN INSPECTION REVEALED SOME BULKHEAD DAMAGE IN THE TAIL SECTION. THE PARACHUTIST WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 104

2/21/88

LOVELAND, CO

A/C Reg. No. N756EY

Time (Lcl) - 1700 MST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE, CLEAR AIR

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

Finding(s)

2. OBJECT - OTHER PERSON
3. FLIGHT CONTROL, ELEVATOR SURFACE - BENT
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 64 2/21/88 AURORA, CO A/C Reg. No. N2904C Time (Lcl) - 1030 MST

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

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

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

Make/Model	- PIPER PA-28RT-201T	Eng Make/Model	- CONTINENTAL TS10-360-FB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 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- 270/010 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 style="padding-left: 20px;">GLENWOOD SPRG, CO</p> <p>Destination</p> <p style="padding-left: 20px;">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 - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">AURORA</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 5000/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, CFI</p> <p style="padding-left: 20px;">SE LAND, ME LAND, SE SEA</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 7</p> <p style="padding-left: 20px;">Aircraft Type - PA-23</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1752</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 16</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 110</td> <td>Last 90 Days- 11</td> </tr> <tr> <td>Multi-Eng - 116</td> <td></td> </tr> </table>	Total - 1752	Last 24 Hrs - 2	Make/Model- 16	Last 30 Days- UNK/NR	Instrument- 110	Last 90 Days- 11	Multi-Eng - 116	
Total - 1752	Last 24 Hrs - 2									
Make/Model- 16	Last 30 Days- UNK/NR									
Instrument- 110	Last 90 Days- 11									
Multi-Eng - 116										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI PLT REPORTED THAT HE WAS PERFORMING A PERSONAL FLIGHT, CROSS COUNTRY. AT TOUCHDOWN ON RUNWAY 32, THE RIGHT MAIN GEAR COLLAPSED. WINDS WERE REPORTED AS WEST AT 10 KNOTS. THE AIRCRAFT WENT OFF THE RIGHT SIDE OF THE RUNWAY AND THE RIGHT WING STRUCK SEVERAL RUNWAY LIGHTS. THE NOSE GEAR COLLAPSED AS THE AIRCRAFT CAME TO REST IN A SNOW BANK. A POST ACCIDENT INSPECTION REVEALED EVIDENCE CONSISTENT WITH A HARD LANDING. NO EVIDENCE WAS FOUND TO INDICATE ANY PRE ACCIDENT FAILURE OR DEFICIENCY.

Brief of Accident (Continued)

File No. - 64

2/21/88

AURORA, CO

A/C Reg. No. N2904C

Time (Lcl) - 1030 MST

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

Finding(s)
1. FLARE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)
2. LANDING GEAR, MAIN GEAR - OVERLOAD

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

Finding(s)
3. LANDING GEAR, NOSE GEAR - COLLAPSED
4. TERRAIN CONDITION - SNOWBANK

-----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. - 144 3/08/88 FORT COLLINS, CO A/C Reg. No. N47567 Time (Lcl) - 1925 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire - NONE

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

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

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

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
GREELEY, CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 143
Make/Model- 110
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 71

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS PERFORMING A NIGHT SOLO TRAINING FLIGHT IN THE LOCAL AREA. AFTER SEVERAL STOP AND GO LANDINGS, THE PLT WAS RETURNING TO HER HOME AIRPORT. AT 6300FT MSL, IN CRUISE FLIGHT, THE PLT REPORTED THAT THE ENGINE QUIT. ATTEMPTS TO RESTART WERE NOT SUCCESSFUL. A FORCED LANDING WAS PERFORMED ON A PLOWED FIELD. AT TOUCHDOWN, THE NOSE GEAR DUG INTO THE SOFT TERRAIN, COLLAPSED, AND THE AIRCRAFT NOSED OVER. A POST ACCIDENT ENGINE INSPECTION REVEALED NO EVIDENCE TO EXPLAIN THE REPORTED ENGINE FAILURE. DURING A POST ACCIDENT ENGINE RUN, THE ENGINE OPERATED TO 2200 RPM WITHOUT ANY PROBLEMS BEING NOTED. AFTER FOUR ENGINE RUNS, SOME DEBRIS WAS REMOVED FROM THE CARBURETOR, AND THE BOTTOM FOUR PLUGS SHOWED SOME LEADING.

Brief of Accident (Continued)

File No. - 144

3/08/88

FORT COLLINS, CO

A/C Reg. No. N47567

Time (Lcl) - 1925 MST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. LIGHT CONDITION - DARK NIGHT

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

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR, NOSE GEAR - COLLAPSED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 148 3/21/88 GREELEY, CO A/C Reg. No. N8929 Time (Lc1) - 1715 MST

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

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

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

Make/Model	- BELLANCA 7GCAA	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	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- LIGHT AND VARIABLE</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data GREELEY-WELD CO.</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 7035/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - PA-23</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 914</p> <p>Make/Model- 14</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 9</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 193</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI RATED PLT AND HIS CFI RATED PASSENGER WERE PRACTICING TOUCH AND GO LANDINGS. THE PLT REPORTED THAT THE WINDS WERE LIGHT AND VARIABLE. THE PLT REPORTED THAT THE TAIL WHEEL CHATTERED DURING THE LAST TOUCHDOWN, AND THE AIRCRAFT SWERVED TO THE LEFT. THE PLT ADDED SOME RIGHT RUDDER WHICH DID NOT HELP. THE PLT ADDED RIGHT BRAKE. THE AIRCRAFT SWERVED TO THE RIGHT AND CONTROL WAS LOST. THE AIRCRAFT GROUND LOOPED TO THE RIGHT, DAMAGING THE LEFT MAIN GEAR AND COLLAPSING THE TAIL WHEEL.

Brief of Accident (Continued)

File No. - 148

3/21/88

GREELEY, CO

A/C Reg. No. N8929

Time (Lcl) - 1715 MST

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

Finding(s)

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

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

Finding(s)

3. LANDING GEAR, TAILWHEEL - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 194 4/14/88 GARFIELD, CO A/C Reg. No. N714BK Time (Lcl) - 0945 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
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-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

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

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

Weather Data

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

Wind Dir/Speed- 160/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAMAR, CO
Destination
MONTROSE, CO

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 - SNOW
Runway Status - SNOW - DRY

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

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

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 - 6100
Make/Model- 400
Instrument- 696
Multi-Eng - 450
Last 24 Hrs - 7
Last 30 Days- 30
Last 90 Days- 50
Rotorcraft - 2500

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT WAS FERRYING HIS ACFT FROM BURLINGTON, NC TO KELSO, WA. AFTER REFUELING HIS ACFT TO CAPACITY (26 GAL.), HE STAYED OVERNIGHT IN LAMAR, CO. HE DEPARTED LAMAR THE NEXT MORNING AT 0800. HE PASSED PUEBLO, CO AT 7500 FT., AND OBTAINED A WX BRIEFING FROM THE COLORADO SPRINGS FSS. HE CROSSED SALIDA, CO AT 9700 FT. AND CONTINUED TOWARDS MONARCH PASS. THE PLT SAID HE REALIZED THE ACFT WOULD NOT CLEAR MONARCH PASS (ELEVATION 11,312 FT. MSL) AND HE WAS UNABLE TO TURN AROUND. THE PLT ELECTED TO LAND IN AN OPEN, SNOW-COVERED FIELD AT THE 10,400 FT LEVEL, NEAR THE SUMMIT OF MONARCH PASS, ABOUT 2 MI SW OF GARFIELD, CO. ON TOUCHDOWN, THE ACFT OVERTURNED IN THE DEEP SNOW. STRAIGHT LINE DISTANCE FROM LAMAR, CO TO THE CRASH SITE IS APRX 175 SM. COMPUTED DENSITY ALTITUDE AT THE CRASH SITE WAS APRX 10,700 FT MSL.

Brief of Accident (Continued)

File No. - 194

4/14/88

GARFIELD, CO

A/C Reg. No. N714BK

Time (Lc1) - 0945 MDT

Occurrence #1 FORCED LANDING
Phase of Operation CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
6. TERRAIN CONDITION - SNOW COVERED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 199 6/01/88 FT. COLLINS, CO A/C Reg. No. N6638N Time (Lcl) - 1710 MDT

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

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

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	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	JOES, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FT. COLLINS, CO	FT. COLLINS/LOVELAND
Wind Dir/Speed- 310/016 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3670
SE LAND, ME LAND	Months Since - 13	Make/Model- 9
	Aircraft Type - B-36	Instrument- 350
		Multi-Eng - 393
		Last 24 Hrs - 4
		Last 30 Days- 27
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FINAL APCH TO LANDING THE PLT TRIED TO ADD POWER TO ARREST THE DESCENT BUT THE ENG DID NOT RESPOND. THE ACFT LANDED SHORT IN A PLOWED FIELD AND FLIPPED OVER. ACFT DAMAGE WAS SUBSTANTIAL AND THE PLT SUSTAINED MINOR INJURIES. EXAMINATION OF THE FUEL SYSTEM REVEALED ONLY FOUR OUNCES OF FUEL. THE PLT STATED THE FUEL GAUGES INDICATED APRX 180 LBS OF FUEL AT DEPARTURE. THE PLT HAD NOT VISUALLY CHECKED FUEL QUANTITY. WRECKAGE EXAMINATION ALSO REVEALED THAT THE LEFT FUEL GAUGE SHOWED 20 GALLONS WHEN 10 GALLONS WAS PLACED IN THE LEFT FUEL TANK. THE ENGINE WAS RUN AFTER THE ACCIDENT WITH NO DEFICIENCIES BEING NOTED.

Brief of Accident (Continued)

File No. - 199

6/01/88

FT. COLLINS, CO

A/C Reg. No. N6638N

Time (Lc1) - 1710 MDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - SOFT
6. LANDING GEAR, NOSE GEAR - OVERLOAD
7. LANDING GEAR, NOSE GEAR - SEPARATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 135 5/26/88 MIDDLETOWN,DE A/C Reg. No. N9209 Time (Lcl) - 2115 EDT

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

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

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

Make/Model - ENSTROM F-28A	Eng Make/Model - LYCOMING HIO-360-C1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	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 - 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	WILMINGTON,DE	SUMMIT AIRPARK
Wind Dir/Speed- 240/004 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2348
SE LAND,ME LAND	Months Since - 6	Make/Model- 225
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 208
		Multi-Eng - 513
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 70
		Rotorcraft - 1835

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

SHORTLY AFTER TAKEOFF, AT AN ALT OF APRX 400 FT, A LOUD BANG WAS HEARD AND THE HELICOPTER DEVELOPED A MODERATE TO SEVERE VIBRATION. THE CFI TOOK CONTROL OF THE HELICOPTER AND INITIATED AN AUTOROTATION. THE HELICOPTER CONTACTED SMALL TREE BRANCHES AND LANDED HARD IN A FIELD. POST ACCIDENT INSPECTION REVEALED THE #3 CYLINDER CONNECTING ROD CAP HAD SEPARATED FROM THE CONNECTING ROD. THE FATIGUE FAILURE INITIATED AT THE BOLT HOLE IN THE YOKE SECTION OF THE ROD. SEVERE GALLING WAS VISIBLE ON THE FAILED CONNECTING ROD CAP AND YOKE.

Brief of Accident (Continued)

File No. - 135

5/26/88

MIDDLETOWN,DE

A/C Reg. No. N9209

Time (Lc1) - 2115 EDT

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

Phase of Operation TAKEOFF - INITIAL CLIMB

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

2. ENGINE ASSEMBLY,CONNECTING ROD - FATIGUE

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - INITIATED - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)

5. LIGHT CONDITION - NIGHT

Occurrence #4 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 177 1/02/88 MERRITT ISLAND, FL A/C Reg. No. N8429H Time (Lcl) - 1435 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

Pass

0

0

0

0

1

0

0

0

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

Make/Model - BELLANCA 14-13

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2600

No. of Seats - 4

Eng Make/Model - FRANKLIN 6A5-165-B3

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 140 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- 050/006 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 7000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MERRITT ISLAND, FL

Destination

MELBORUNE, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 63

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1500

Make/Model- 800

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT EXPERIENCED A POWER LOSS AFTER TAKEOFF. HE THEN COLLIDED WITH WATER AFTER HITTING A MAST OF A BOAT AND A DOCK. THE PLT STATED THAT HE EXPERIENCED CARBURETOR ICE PRIOR TO THE ENG QUITTING. THE PLT STATED THAT ON AN EARLIER FLT HE HAD PROBLEMS WITH CARB ICE ON THE DOWNWIND LEG OF THE TRAFFIC PATTERN. THIS FLT WAS FOR A TEST OF THE LNDG GEAR. HE STATED THAT ANOTHER ACFT ON A X-COUNTRY HAD USED CARB HEAT FOR THE ENTIRE TRIP. HE STATED IN HIS RECOMMENDATION FOR PREVENTION TO USE CARB HEAT FOR TAKEOFF IN SIMILAR TEMP/DP CONDITIONS.

Brief of Accident (Continued)

File No. - 177

1/02/88

MERRITT ISLAND, FL

A/C Reg. No. N8429H

Time (Lc1) - 1435 EST

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

Finding(s)

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

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 - POLE
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 176 1/05/88 PEMBROKE PARK, FL A/C Reg. No. N5327F Time (Lcl) - 1649 EST

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

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

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

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540-KIG5D	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 - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OPA LOCKA, FL	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	UNKNOWN	
Wind Dir/Speed- 360/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 600 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1945
SE LAND, ME LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - PA-24	Make/Model- 100
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Multi-Eng - 145

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PRIVATE PILOT OBTAINED A WEATHER BRIEFING THAT INDICATED THE WEATHER WOULD BE DETERIORATING TO IMC, BUT HE ATTEMPTED A FLIGHT ANYWAY. DURING THE FLIGHT, HE BECAME DISORIENTED AND PENETRATED 2 CONTROL ZONES AND THEN STRUCK AN ANTENNA GUY WIRE WHILE ATTEMPTING TO REMAIN VFR IN IMC CONDITIONS.

Brief of Accident (Continued)

File No. - 176

1/05/88

PEMBROKE PARK, FL

A/C Reg. No. N5327F

Time (Lcl) - 1649 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - GUY WIRE
 2. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
 3. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
 4. WEATHER CONDITION - LOW CEILING
 5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 6. LIGHT CONDITION - DUSK
-

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) 2,3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 179 1/16/88 TAMPA, FL A/C Reg. No. N5244N Time (Lcl) - 1322 EST

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

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

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

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2960	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	VAN DENBERG
Wind Dir/Speed- 080/013 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3260/ 65
Lowest Sky/Clouds - 15000 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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 1999
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 396
		Last 30 Days- UNK/NR
		Instrument- 322
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL THE ACFT VEERED OFF THE RWY, TRAVELLED THROUGH A RETENTION POND, NOSED OVER & CAME TO REST. ACCORDING TO A PLT WHO LANDED SHORTLY AFTER THE ACCIDENT, HE HAD HIS HANDS FULL LANDING ON THE SAME RWY DUE TO A "STIFF CROSSWIND". THE PILOT OF N5244N SAID THERE WAS NO MECHANICAL FAILURE OR MALFUNCTION. A WEATHER OBSERVATION TAKEN AT AN ARPT APRX 10 NMI NORTHEAST OF THE ACCIDENT SITE APRX 31 MINUTES AFTER THE ACCIDENT, INDICATED WINDS TO BE FROM 080 DEGREES AT 13 KNTS WITH GUSTS TO 21 KNTS. ACCORDING TO AN OFF-DUTY POLICE OFFICER WHO RESPONDED TO THE SCENE, THE PLT SMELLED OF ALCOHOL & HAD DIFFICULTY UNDERSTANDING QUESTIONS THAT WERE BEING ASKED. THE PLT LEFT THE SCENE IMMEDIATELY & WAS NOT LOCATED IN TIME TO REQUEST THAT HE SUBMIT TO TOXICOLOGICAL TESTING.

Brief of Accident (Continued)

File No. - 179

1/16/88

TAMPA, FL

A/C Reg. No. N5244N

Time (Lcl) - 1322 EST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - WATER
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 181 1/17/88 POMPANO BEACH, FL A/C Reg. No. N29076 Time (Lcl) - 1340 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

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

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

Make/Model - CHRISTEN A-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-C1G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/008 KTS
Visibility - 11.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

POMPANO BEACH AIRPARK
Runway Ident - 14
Runway Lth/Wid - 4420/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - BE-90

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7500 Last 24 Hrs - UNK/NR
Make/Model- 6 Last 30 Days- UNK/NR
Instrument- 850 Last 90 Days- 30
Multi-Eng - 2500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AS HE PUSHED THE CONTROL STICK FORWARD IN AN ATTEMPT TO RAISE THE TAIL, THE ACFT VIOLENTLY PITCHED UP, STALLED AND BROKE RIGHT, THE RIGHT WING STRUCK THE GROUND, & THE ACFT ROLLED OVER & CAME TO REST INVERTED. POST CRASH EXAMINATION OF THE ACFT REVEALED THAT THE FORWARD CONTROL STICK HAD BEEN REMOVED & WAS REINSTALLED BACKWARDS PRIOR TO THE ACCIDENT FLIGHT, RESTRICTING THE FORWARD MOVEMENT OF THE CONTROL STICK.

Brief of Accident (Continued)

File No. - 181

1/17/88

POMPANO BEACH, FL

A/C Reg. No. N29076

Time (Lcl) - 1340 EST

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

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - MOVEMENT RESTRICTED
 2. FLT CONTROL SYST, YOKE/CONTROL STICK - INCORRECT
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. MAINTENANCE, INSTALLATION - IMPROPER -
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 178 1/20/88 PORT SAINT JOE, FL A/C Reg. No. N36534 Time (Lcl) - 1800 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
1 0
0 0

None
0
0

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 15000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
BAY MINETTE, AL
Destination
PORT SAINT JOE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 45
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
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, HELICOPTER

-----Narrative-----

WHILE ON A BUSINESS FLT, UNABLE TO LOCATE THE LANDING SITE WITH DARKNESS APPROACHING & LOW SUPPLY OF FUEL, THE PLT PERFORMED A PRECAUTIONARY LANDING ON A SOFT DIRT ROAD. DURING THE LANDING ROLL THE ACFT NOSED OVER & CAME TO REST. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 178

1/20/88

PORT SAINT JOE, FL

A/C Reg. No. N36534

Time (Lc1) - 1800 EST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. FLUID, FUEL - LOW LEVEL
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. TERRAIN CONDITION - SOFT
7. LIGHT CONDITION - DUSK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 182

1/27/88

VENICE, FL

A/C Reg. No. N235UV

Time (Lcl) - 0947 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

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

Eng Make/Model - CONTINENTAL GTSIO-520-C-7 ELT Installed/Activated - YES-UNK/NR
Number Engines - 2 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 340 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VENICE, FL
Destination
WEST PALM BEACH, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 39
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1500
Last 24 Hrs - UNK/NR
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-----

WITNESSES STATED THAT THE ACFT WAS CLIMBING & JUST AFTER TAKEOFF, THE LEFT WING DROPPED, THE ACFT THEN LEVELED OFF, CLIMBED APRX 75 MORE FEET. THE ACFT THEN ABRUPTLY TURNED HARD LEFT & WENT STRAIGHT IN, STRIKING A WALL SURROUNDING A SWIMMING POOL, BURST INTO FLAMES & WAS CONSUMED BY POST CRASH FIRE. EXAMINATION OF THE LEFT ENGINE REVEALED EVIDENCE THAT SUGGESTS THAT WATER WAS INJECTED INTO THE CYLINDERS PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 182

1/27/88

VENICE, FL

A/C Reg. No. N235UV

Time (Lcl) - 0947 EST

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

Finding(s)

1. 1 ENGINE - FAILURE, PARTIAL
2. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
3. FLUID, FUEL - WATER

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 185 2/05/88 FERNANDINA BCH, FL A/C Reg. No. N7987M Time (Lcl) - 1530 EST

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

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

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

Make/Model - BEECH V-35	Eng Make/Model - CONTINENTAL IO-520-BA2	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 - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	GREENVILLE, SC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	FERNANDINA BEACH MUNI.
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5350/ 100
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 700 FT OVERCAST	Type Apch/Lndg - CIRCLING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2205
SE LAND	Months Since - 1	Make/Model- 1630
	Aircraft Type - V-35	Instrument- 450
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A PERSONAL FLT, THE ACFT LANDED GEAR UP. THE PLT STATED THAT HE LOWERED IT. HE ALSO STATED THAT THE GEAR WARNING HORN WAS INOPERATIVE. OPERATIONAL CHECK OF THE LANDING GEAR REVEALED NO DISCREPANCIES EXCEPT FOR AN IMPROPERLY ADJUSTED WARNING HORN & AUTOMATIC GEAR EXTENSION SYSTEM WHICH LOWERS THE GEAR WHEN THE AIRSPEED IS BELOW 120 MPH & THE THROTTLE IS REDUCED BELOW 18-20" MANIFOLD PRESSURE. THE PLT STATED THAT THE FIRST INDICATION HE HAD THAT THE GEAR WAS NOT DOWN WAS SEEING THE TIP OF THE PROP CURL UP. HE SAID THAT THE LANDING GEAR MOTOR CIRCUIT BREAKER WAS "TRIPPED".

Brief of Accident (Continued)

File No. - 185

2/05/88

FERNANDINA BCH, FL

A/C Reg. No. N7987M

Time (Lc1) - 1530 EST

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

Finding(s)

1. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. SAFETY SYSTEM(OTHER) - INOPERATIVE
4. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
5. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
6. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 80 2/10/88 BURLINGTON,IA

A/C Reg. No. N2230D

Time (Lcl) - 0635 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-REMMERS AVIATION	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire		Crew	0	0	0	0	0	2	
Flight Conducted Under	-14 CFR 135	NONE		Pass	0	0	0	0	0	2	
Accident Occurred During	-TAXI										

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

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL TSIO-360-EB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 200 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	BURLINGTON,IA			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- IMC	OLATHE,KS		BURLINGTON	
Wind Dir/Speed	- 030/010 KTS	ATC/Airspace		Runway Ident	- 30
Visibility	- 1.000 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 5350/ 150
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- IFR	Runway Surface	- CONCRETE
Lowest Ceiling	- 800 FT OVERCAST	Type Apch/Lndg	- NONE	Runway Status	- SNOW - DRY
Obstructions to Vision	- FOG				
Precipitation	- SNOW				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 6525	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 2	Make/Model- 430	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 385	Last 90 Days- 164
		Multi-Eng - 2063	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING OUT ON A SNOW COVERED TAXIWAY, DURING AN AIR TAXI OPERATION, THE AIRCRAFT STRUCK AN UNMARKED, UNLIGHTED, SNOW COVERED DRAINAGE HOLE, WITH THE LEFT LANDING GEAR. SUBSTANTIAL DAMAGE OCCURRED TO THE LEFT ENGINE NACELLE, THE LEFT WING SPAR, AND THE LEFT LDG GEAR.

Brief of Accident (Continued)

File No. - 80

2/10/88

BURLINGTON, IA

A/C Reg. No. N2230D

Time (Lcl) - 0635 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL
3. AIRPORT FACILITIES, TAXIWAY MARKING - INADEQUATE
4. AIRPORT FACILITIES, TAXIWAY CONDITION - HIDDEN OBSTRUCTION(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 79 3/15/88 CHEROKEE,IA A/C Reg. No. N8136R Time (Lcl) - 0715 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3650
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-J2BD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 350 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- 320/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHEROKEE,IA
Destination
BEDFORD,IA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 605
Make/Model- 87
Instrument- 86
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED, THAT SHORTLY AFTER TAKEOFF, THE ENGINE LOST SUBSTANTIAL PWR. AFTERWARDS THERE WAS SMOKE IN THE COCKPIT. THE PIC REVERSED HIS COURSE WITH THE INTENT TO LAND ON THE DEPARTURE ARPT. WHEN HE FELT HE HAD THE LDG FIELD MADE, HE ATTEMPTED TO LOWER THE LDG GEAR. THE RED GEAR UNSAFE LIGHT ILLUMINATED, SO HE ATTEMPTED TO LWR THE GEAR USING THE EMERGENCY CRANK DOWN PROCEDURES. HE FAILED TO GET FULL GEAR EXTENSION BEFORE STRIKING THE TERRAIN SHORT OF THE INTENDED LDG FIELD. POSTFLIGHT INSPECTION REVEALED A BROKEN EXHAUST PIPE FLANGE ON #5 CYLINDER, ALLOWING EXHAUST GAS TO MELT AN ALTERNATOR WIRE, AND REDUCING THE EFFECTIVENESS OF THE TURBOCHARGER ON THE MODIFIED ENGINE INSTALLATION.

Brief of Accident (Continued)

File No. - 79

3/15/88

CHEROKEE,IA

A/C Reg. No. N8136R

Time (Lcl) - 0715 CST

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

Finding(s)

1. EXHAUST SYSTEM - FAILURE,PARTIAL
2. EXHAUST SYSTEM,TURBOCHARGER - OUTPUT LOW
3. ELECTRICAL SYSTEM,ELECTRIC WIRING - BURNED
4. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. GEAR EXTENSION - NOT ATTAINED -

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - SNOW COVERED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 67 1/27/88 ST. ANTHONY, ID A/C Reg. No. N2320E Time (Lcl) - 1000 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

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 1

None
1
0

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 060/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 9000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- SMOKE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
IDAHO FALLS, ID
Destination
ST. ANTHONY, ID

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

STANFORD FIELD
Runway Ident - 22
Runway Lth/Wid - 4510/ 50
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 82 Last 24 Hrs - 1
Make/Model- 3 Last 30 Days- UNK/NR
Instrument- 2 Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ONTO THE 50 FOOT WIDE SNOW COVERED RUNWAY, DIRECTIONAL CONTROL WAS LOST WITH THE AIRCRAFT DRIFTING TO THE LEFT OF THE RUNWAY, STRIKING A SNOW BERM, AND THEN NOSING OVER INVERTED.

Brief of Accident (Continued)

File No. - 67

1/27/88

ST. ANTHONY, ID

A/C Reg. No. N2320E

Time (Lc1) - 1000 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - BERM

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 170 1/29/88 TWIN FALLS, ID A/C Reg. No. N4290R Time (Lcl) - 1223 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	WELLS, NV		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	TWIN FALLS, ID	TWIN FALLS	
Wind Dir/Speed	- CALM		Runway Ident	- 25
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- 8703/ 150
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- NONE	
Lowest Ceiling	- 5000 FT OVERCAST	Type of Clearance	- NONE	
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 581	Last 24 Hrs - 4
SE LAND	Months Since - 7	Make/Model - 349	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 3	Last 90 Days - 30

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PILOT ATTEMPTED TO REDUCE POWER TO DESCEND TO LAND HE WAS UNABLE TO OBTAIN A POWER REDUCTION DUE TO THE THROTTLE ROD END SEPARATING IN FLIGHT. THE PILOT MADE A SPIRALLING DESCENT AND THEN SHUT DOWN THE ENGINE. THE PILOT MISJUDGED HIS ALTITUDE AND DISTANCE REMAINING TO THE RUNWAY AND LANDED 600 FEET SHORT OF THE RUNWAY STRIKING RUNWAY THRESHOLD LIGHTS DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 170

1/29/88

TWIN FALLS, ID

A/C Reg. No. N4290R

Time (Lc1) - 1223 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. THROTTLE/POWER LEVER, BELL CRANK - SEPARATION

Occurrence #2 UNDERSHOOT
Phase of Operation LANDING - ROLL

Finding(s)

2. EMERGENCY PROCEDURE - PERFORMED -
3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - APPROACH LIGHT/NAVAID

-----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. - 72 3/18/88 BLACKFOOT, ID A/C Reg. No. N36352 Time (Lcl) - 1730 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BELLANCA 8KCAB	Eng Make/Model	- LYCOMING IO-320-E1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2300	Engine Type	- RECIP-FUEL INJECTED		
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- 010 KTS</p> <p>Visibility - 17.0 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 BLACKFOOT, ID</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MCCARLEY FIELD</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3950/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 184</p> <p>Make/Model- 7</p> <p>Instrument- 9</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 17</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT DURING GUSTING CROSSWINDS. DURING LANDING ROLLOUT THE AIRCRAFT VEERED FROM THE CENTERLINE OF THE RUNWAY TO THE RIGHT STRIKING A FENCE. THE PILOT HAD ONLY 7 HOURS OF FLIGHT TIME IN THIS AIRCRAFT.

Brief of Accident (Continued)

File No. - 72

3/18/88

BLACKFOOT, ID

A/C Reg. No. N36352

Time (Lcl) - 1730 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 27 1/26/88 URBANA, IL A/C Reg. No. N5120J Time (Lcl) - 1306 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier - RHODES AVIATION, INC.	SUBSTANTIAL		Fatal	Serious
Type of Operation - NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0
Flight Conducted Under - 14 CFR 135	NONE	Pass	0	0
Accident Occurred During - LANDING			0	0
			0	1
			0	3

-----Aircraft Information-----

Make/Model - CESSNA T310R	Eng Make/Model - CONTINENTAL TS10-520-B	ELT Installed/Activated - YES-UNK/NR
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	ON AIRPORT
Method - N/A	SEYMOUR, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPRINGFIELD, IL	FRA SCA FIELD
Wind Dir/Speed - 290/020 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2550/ 29
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision - NONE	FULL STOP	
Precipitation - NONE	PRECAUTIONARY LANDIN	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1752
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model - 95
		Last 30 Days - UNK/NR
		Instrument - 242
		Last 90 Days - 119
		Multi-Eng - 1471

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE AIRCRAFT EXPERIENCED A COMPLETE ELECTRICAL FAILURE THE GEAR WAS EXTENDED MANUALLY AND A PRECAUTIONARY LANDING WAS MADE. ON ROLL OUT THE LANDING GEAR COLLAPSED. SUBSEQUENT INVESTIGATION REVEALED THAT 10 TURNS REMAINED ON THE MANUAL GEAR EXTENSION CRANK TO PLACE THE LANDING GEAR IN THE DOWN AND LOCKED POSITION. NO MECHANICAL PROBLEM COULD BE FOUND TO ATTRIBUTE TO THE LOSS OF ELECTRICAL POWER, OTHER THAN A LOW BATTERY CONDITION AS THE ENTIRE ELECTRICAL SYSTEM FUNCTIONED NORMALLY. POSITION OF THE BATTERY SWITCH AND THE LEFT AND RIGHT ALTERNATOR SWITCHES AT THE TIME OF THE ACCIDENT COULD NOT BE VERIFIED.

Brief of Accident (Continued)

File No. - 27 1/26/88 URBANA,IL

A/C Reg. No. N5120J

Time (Lc1) - 1306 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM,BATTERY - FAILURE,TOTAL
 2. ELECTRICAL SYSTEM,BATTERY - EXHAUSTION
-

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 5. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 15 2/21/88 SPRINGFIELD, IL A/C Reg. No. N18225 Time (Lcl) - 1151 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-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- 200/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
CAPITAL

Runway Ident - 22
Runway Lth/Wid - 7999/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 46
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 41 Last 24 Hrs - 1
Make/Model- 41 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT EXPERIENCED A HARD LANDING FOLLOWED BY COLLAPSE OF THE NOSE GEAR. THE STUDENT PILOT STATED THAT HE BOUNCED ON HIS FIRST ATTEMPT TO LAND AND THE SECOND TOUCHDOWN WAS NOSE FIRST WHICH RESULTED IN THE COLLAPSE OF THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 15

2/21/88

SPRINGFIELD,IL

A/C Reg. No. N18225

Time (Lc1) - 1151 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR,NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 75 3/10/88 CAHOKIA, IL A/C Reg. No. N13Q Time (Lcl) - 1045 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT			0	0	0
			0	0	2
					0

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON C250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 317 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	ST. LOUIS DOWNTOWN
Wind Dir/Speed- 009/014 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 21500
SE LAND,ME LAND	Months Since - 3	Make/Model- 1000
HELICOPTER	Aircraft Type - BH-206B	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 21000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE INSTRUCTOR WAS GIVING A PILOT AN EMPLOYMENT EVALUATION IN THE HELICOPTER WHEN DURING THE STARTUP THE PILOT PREMATURELY ADDED FULL POWER CAUSING THE HELICOPTER TO ROTATE RAPIDLY TO THE RIGHT. THE HELICOPTER HAD BEEN POSITIONED ON A TRAILER. DURING THE UNCONTROLLED ROTATION IT STRUCK A TRACTOR, ATTACHED TO THE TRAILER, WITH THE TAIL ROTOR. THE HELICOPTER CAME TO REST A FEW FEET FROM THE TRAILER AFTER THE MAIN ROTOR ASSEMBLY BROKE AWAY FROM THE HELICOPTER. THE TORQUE GAUGE IN THE HELICOPTER INDICATED IN EXCESS OF 100%.

Brief of Accident (Continued)

File No. - 75

3/10/88

CAHOKIA,IL

A/C Reg. No. N13Q

Time (Lc1) - 1045 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
2. LIFT-OFF - INADVERTENT -
3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

5. OBJECT - VEHICLE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 109 3/26/88 MENDOTA, IL A/C Reg. No. N35407 Time (Lcl) - 0930 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	0	1
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/020 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2200 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DIXON, IL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

GRANDPA'S FARM
Runway Ident - 36
Runway Lth/Wid - 3980/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 191
Make/Model- 101
Instrument- 4
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, IN GUSTY, CROSSWIND CONDITIONS THE UPWIND WING OF THE AIRCRAFT LIFTED AND THE AIRCRAFT EXPERIENCED A NOSEOVER.

Brief of Accident (Continued)

File No. - 109

3/26/88

MENDOTA, IL

A/C Reg. No. N35407

Time (Lcl) - 0930 CST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - 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) 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. - 99 1/10/88 CONVERSE, IN A/C Reg. No. N46701 Time (Lcl) - 1500 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 Minor
0 0
1 0

None
1
1

-----Aircraft Information-----

Make/Model - CESSNA 172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
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- 220/008 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CONVERSE, IN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
CONVERSE

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 113
Make/Model- 110
Instrument- 2
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD FLOWN ONE CLOSED CIRCUIT PATTERN OF THE LOCAL ARPT AND LANDED TO PICK UP TWO ADDITIONAL PASSENGERS. PURPOSE OF THE LOCAL FLIGHT WAS FOR SIGHTSEEING. THE ACFT WAS PARKED WITH ENGINE AT IDLE. ONE BOARDING PASSENGER APPROACHED THE ACFT FROM THE LEFT REAR, SAW THE OTHER PAX BOARDING ON THE RIGHT SIDE, AND WAS PROCEEDING AROUND THE FRONT OF THE ACFT WHEN SHE WAS STRUCK BY THE PROPELLER.

Brief of Accident (Continued)

File No. - 99

1/10/88

CONVERSE, IN

A/C Reg. No. N46701

Time (Lcl) - 1500 EST

Occurrence #1 PROPELLER/ROTOR CONTACT TO PERSON

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - 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. - 86 1/27/88 LA PORTE, IN A/C Reg. No. N6072X Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - MOONEY M20A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/014 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- SMOKE
Precipitation - SNOW
Condition of Light - DUSK

Itinerary

Last Departure Point
KALAMAZOO, MI
Destination
CHICAGO, IL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - SNOW - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 56
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3505	Last 24 Hrs	-	1
Make/Model	-	65	Last 30 Days	-	UNK/NR
Instrument	-	283	Last 90 Days	-	27
Multi-Eng	-	366			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT EXPERIENCED A COMPLETE POWER FAILURE AND WHILE THE PILOT WAS ATTEMPTING TO MAKE AN EMERGENCY LANDING RAN THROUGH A FENCE AND BETWEEN TWO TREES SUBSTANTIALLY DAMAGING THE AIRCRAFT. THE PILOT SUSTAINED MINOR INJURIES. POST ACC INVEST REVEALED A FAILED CYLINDER. FAA CONDUCTED AN ENG TEARDOWN AND INDICATED IN THEIR REPORT THAT THE TORQUE VALUES ON THE CYLINDERS WAS BELOW MANUFACTURERS VALUES FOR THE INSTALLATION OF CYLINDERS.

Brief of Accident (Continued)

File No. - 86

1/27/88

LA PORTE, IN

A/C Reg. No. N6072X

Time (Lcl) - 1700 CST

Occurrence #1 LOSS OF ENGINE POWER

Phase of Operation CRUISE - NORMAL

Finding(s)

1. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

2. ENGINE ASSEMBLY, CYLINDER - 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)

3. OBJECT - FENCE

4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 108 3/27/88 MUNCIE, IN A/C Reg. No. N7725D Time (Lcl) - 0900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -TAXI			0	0	1	1	

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	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	DECATUR, IL	REESE
Wind Dir/Speed- 290/014 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 2100 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 347
SE LAND	Months Since - 6	Make/Model- 258
	Aircraft Type - UNK/NR	Instrument- 8
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PILOT FOUND THAT THE BATTERY WOULD NOT START THE AIRCRAFT, HE ELECTED TO HAND START IT. HIS WIFE, A NON-PILOT PASSENGER, WAS IN THE AIRCRAFT WHEN IT STARTED. SHE ATTEMPTED TO CLOSE THE THROTTLE, HOWEVER OPENED IT AND THE AIRCRAFT BEGAN TO MOVE FORWARD. THE PILOT WAS UNABLE TO REENTER THE MOVING AIRCRAFT AND IT STRUCK A HANGAR AND SPUN AROUND BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 108

3/27/88

MUNCIE, IN

A/C Reg. No. N7725D

Time (Lc1) - 0900 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - OUTPUT LOW

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - UNQUALIFIED PERSON
4. TIE DOWN - NOT USED - PILOT IN COMMAND
5. OBJECT - BUILDING(NONRESIDENTIAL)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 83 1/19/88 WICHITA,KS

A/C Reg. No. N4978C

Time (Lcl) - 2250 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 350/027 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MANHATTAN,KS
Destination
WICHITA,KS

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

JABARA
Runway Ident - 36
Runway Lth/Wid - 5000/ 100
Runway Surface - CONCRETE
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 382	Last 24 Hrs	- 2
Make/Model-	227	Last 30 Days-	UNK/NR
Instrument-	81	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT LDG WITH STRONG GUSTY X-WINDS, THE PIC LOST CONTROL DURING THE ROLL OUT AND CAREENED OFF THE RUNWAY SUBSTANTIALY DAMAGING THE ACFT. THE PIC STATED THE WINDSHIELD WAS PARTIALLY COATED WITH ICE MAKING FORWARD VISIBILITY DIFFICULT.

Brief of Accident (Continued)

File No. - 83

1/19/88

WICHITA,KS

A/C Reg. No. N4978C

Time (Lc1) - 2250 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - HIGH WIND
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
4. WEATHER CONDITION - ICING CONDITIONS
5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT
7. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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) 7

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. - 186 4/25/88 CHENEYVILLE, LA A/C Reg. No. N4226V Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate	AGRICULTURAL AIRCRAFT	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-APPROACH			0	0	0	1	0

-----Aircraft Information-----

Make/Model	- PEZETEL PZL-M-18	Eng Make/Model	- PZL ASZ-61IR	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 9300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 1000 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	CHENEYVILLE
Wind Dir/Speed- 235/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 65
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 7965
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 1200
		Instrument- 0
		Multi-Eng - 15
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT AFTER TAKEOFF THE AIRCRAFT SEEMED EXTREMELY TAIL-HEAVY AND THAT HE USED "BOTH FEET AND ONE ARM" TO HOLD FORWARD STICK. HE SAID THE AIRCRAFT WAS ALMOST UNCONTROLLABLE IN PITCH AND DISPLAYED A RIGHT TURNING TENDENCY. THE PILOT RETURNED TO THE AIRPORT, ATTEMPTING TO LAND DOWNWIND ON THE TAKEOFF RUNWAY. HE REDUCED POWER AT 100 FEET AGL AND THE RIGHT WING HIT THE GROUND. THE AIRCRAFT HAD PREVIOUSLY HAD RUDDER FAILURE PROBLEMS IN FLIGHT BUT WERE BELIEVED TO HAVE BEEN FIXED. AFTER THE ACCIDENT, IT WAS FOUND THAT THE UPPER 1/3 OF THE RUDDER WAS BENT 45 DEGREES TO THE LEFT.

Brief of Accident (Continued)

File No. - 186

4/25/88

CHENEYVILLE, LA

A/C Reg. No. N4226V

Time (Lc1) - 1000 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROL, RUDDER - FAILURE, PARTIAL
 2. FLT CONTROL SYST, ELEVATOR CONTROL - INADEQUATE
 3. PRECAUTIONARY LANDING - ATTEMPTED -
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 174 5/28/88 NEW ROADS, LA A/C Reg. No. N3799Y Time (Lcl) - 1900 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 NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 210D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520A
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- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FALSE RIVER AIR PARK
Runway Ident - 36
Runway Lth/Wid - 5000
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-175

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 283	Last 24 Hrs - 3
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 3	Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE HAD NOT HAD AN ANNUAL INSPECTION AND HAD NOT BEEN FLOWN FOR OVER A YEAR. THE PILOT STATED HE FOUND NO CONTAMINATION DURING THE DRAINING OF THE FUEL SUMPS. SHORTLY AFTER TAKEOFF, THE ENGINE STARTED SPUTTERING AND EVENTUALLY STOPPED. DURING THE FORCED LANDING, THE AIRPLANE HIT AN IRRIGATION DITCH AND FLIPPED FORWARD TO THE INVERTED POSITION. INSPECTION INDICATED CONTAMINATED FUEL.

Brief of Accident (Continued)

File No. - 174

5/28/88

NEW ROADS, LA

A/C Reg. No. N3799Y

Time (Lcl) - 1900 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. MAINTENANCE, SERVICE OF AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 33 3/02/88 MITCHELLVILLE, MD A/C Reg. No. N6202T Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA 150E	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	FREEWAY
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2150/ 30
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	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 96 Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 96 Last 30 Days- 9
	Aircraft Type - N/A	Instrument- 3 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ELECTED TO INITIATE THE FLT EVEN THOUGH THE FLAPS MALFUNCTIONED DURING THE PREVIOUS FLT. SHORTLY AFTER TAKEOFF THE PLT WAS UNABLE TO KEEP THE FLAPS IN THE EXTENDED POSITION. THE PLT HAD NOT BEEN FEELING WELL ON THE MORNING OF THE FLT AND FELT WORSE AS THE FLT PROGRESSED. BECAUSE HE WAS ILL, THE PLT DECIDED TO RETURN TO THE ARPT. PRIOR TO TAKEOFF HE HAD DECIDED HE WOULD LAND ON RWY 36 IF THE FLAPS WERE INOP. ON TAKEOFF WINDS WERE FROM 270 DEG BUT HAD SHIFTED TO THE SOUTH/SOUTHWEST DURING THE FLT. THE PLT WAS SO PREOCCUPIED WITH WANTING TO LAND THE ACFT BECAUSE HE WAS ILL THAT HE FAILED TO ADJUST HIS A/S FOR A NO-FLAP LANDING. THE ACFT FLOATED 3/4 OF THE WAY DOWN THE RWY BEFORE THE PLT INITIATED THE ABORTED LANDING. THE ACFT CONTACTED TREES OFF THE DEPARTURE END OF RWY AND COLLIDED WITH TERRAIN. A SPRING WAS FOUND ON THE FLAP HANDLE BTWN THE ROD AND RELEASE BUTTON. PERSONS INTERVIEWED DENIED KNOWLEDGE OF WHERE THE SPRING CAME FROM. THE FLAPS OPERATED PROPERLY DURING POST ACCIDENT TESTING.

Brief of Accident (Continued)

File No. - 33

3/02/88

MITCHELLVILLE, MD

A/C Reg. No. N6202T

Time (Lcl) - 1300 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
2. FLT CONTROL SYST, WING FLAP CONTROL - FAILURE, PARTIAL
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
6. ABORTED LANDING - DELAYED - PILOT IN COMMAND
7. ANXIETY/APPREHENSION - PILOT IN COMMAND
8. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 114 1/27/88 DECATUR, MI A/C Reg. No. N262AA Time (Lcl) - 2220 EST

-----Basic Information-----

Type Operating Certificate	- AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	- AMERICAN AIRLINES	NONE		Fatal	0	Serious	0
Type of Operation	- SCHEDULED, DOMESTIC, PAX/CARGO	Fire		Crew	0	Minor	0
Flight Conducted Under	- 14 CFR 121	NONE		Pass	0		6
Accident Occurred During	- CRUISE						75

-----Aircraft Information-----

Make/Model	- MCDONNELL DOUGLAS DC-9-82	Eng Make/Model	- P&W JT8D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 140000	Engine Type	- TURBOFAN		
No. of Seats	- 96	Rated Power	- 14500 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	CHICAGO, IL			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	BUFFALO, NY		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- UNK/NR	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- N/A	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- NONE		
Obstructions to Vision	- UNK/NR				
Precipitation	- UNK/NR				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 11000
ME LAND	Months Since - 4	Make/Model	- 800
	Aircraft Type - DC-9	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT ATTENDANT WAS PULLING A BEVERAGE CART UP THE AISLE WHEN THE PAD THE COFFEE POT WAS RESTING ON CAUGHT AGAINST A CURTAIN. THE PAD WAS PULLED OFF THE CART AND THE FULL POT OF COFFEE SPILLED IN A PASSENGERS LAP. THE PASSENGER SERVICE CART HAS A RECESSED AREA FOR THE COFFEE POT. HOWEVER, THE FLIGHT ATTENDANT DID NOT USE IT. THE PASSENGER RECEIVED 2ND DEGREE BURNS ON HIS LEG AND HIP. THE PASSENGER SAID HE WISHED TO CONTINUE TO HIS DESTINATION. WHEN THE FLIGHT LANDED THE PASSENGER WAS MET BY PARAMEDICS WHO TRANSPORTATED HIM TO A LOCAL HOSPITAL WHERE HE STAYED FOR 3 DAYS.

Brief of Accident (Continued)

File No. - 114

1/27/88

DECATUR,MI

A/C Reg. No. N262AA

Time (Lcl) - 2220 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - FLIGHT ATTENDANT
-

----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. - 28 2/03/88 PONTIAC, MI

A/C Reg. No. N383SP

Time (Lcl) - 1855 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-540-B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 040/008 KTS
Visibility - .750 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 300 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BUFFALO, NY
Destination
PONTIAC, MI

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
ON AIRPORT

Airport Data

PONTIAC
Runway Ident - 09R
Runway Lth/Wid - 6200/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1370	Last 24 Hrs	- 2
Make/Model-	98	Last 30 Days-	UNK/NR
Instrument-	226	Last 90 Days-	14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT WAS ATTEMPTING TO LAND ON THE VERY END OF SNOWCOVERED 6200 FT RUNWAY BECAUSE OF REPORTED POOR BRAKING ACTION. AIRCRAFT TOUCHED DOWN 150 FEET SHORT OF THE RUNWAY THRESHOLD, COLLAPSING NOSEGEAR AND CAUSING SUBSTANTIAL DAMAGE TO ENGINE MOUNT.

Brief of Accident (Continued)

File No. - 28

2/03/88

PONTIAC, MI

A/C Reg. No. N383SP

Time (Lc1) - 1855 CST

Occurrence #1 UNDERSHOOT

Phase of Operation LANDING - FLARE/TOUCHDOWN

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND
4. WEATHER CONDITION - SNOW
5. LIGHT CONDITION - DARK NIGHT

Occurrence #2 NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ICY
7. TERRAIN CONDITION - SNOW COVERED
8. TERRAIN CONDITION - ROUGH/UNEVEN
9. 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) 3,4,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 111 2/13/88 LANSING, MI A/C Reg. No. N49540 Time (Lcl) - 1019 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

2

0

Crew

Pass

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 290/014 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

CAPITAL

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 397

Make/Model- 44

Instrument- 90

Multi-Eng - 74

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 121

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF THE AIRCRAFT EXPERIENCED A NOSE OVER WHEN IT CONTACTED A SNOWBANK. THE INSTRUCTOR STATED THAT SHE ALLOWED THE STUDENT PILOT TO TAXI TOO FAST AND WAS UNABLE TO TAKE CONTROL OF THE AIRCRAFT SOON ENOUGH TO AVOID HITTING THE SNOWBANK.

Brief of Accident (Continued)

File No. - 111

2/13/88

LANSING, MI

A/C Reg. No. N49540

Time (Lcl) - 1019 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TAXISPEED - EXCESSIVE - DUAL STUDENT
2. TERRAIN CONDITION - SNOWBANK
3. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 NOSE 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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 25 1/10/88 ST. CHARLES, MO A/C Reg. No. N35284 Time (Lcl) - 1415 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-360-A1F6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ST. CHARLES, MO	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		SMARTS FIELD
Basic Weather - VMC	ATC/Airspace	Runway Ident - 18
Wind Dir/Speed- 140/012 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 222
SE LAND	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - C-177	Make/Model- 121
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING TOUCH AND GO LDGS, PIC NOTED A SIGNIFICANT INCREASE IN SINK RATE. ADDITIONAL POWER FAILED TO ARREST THE DESCENT, AND THE ACFT STRUCK THE TERRAIN SHORT OF THE RWY CAUSING SUBSTANTIAL DAMAGE TO THE ACFT, AND NO INJURIES TO PLT AND PAX.

Brief of Accident (Continued)

File No. - 25

1/10/88

ST. CHARLES, MO

A/C Reg. No. N35284

Time (Lc1) - 1415 CST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, NOSE GEAR ASSEMBLY - 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. - 81 1/28/88 ROLLA, MO A/C Reg. No. N1071D Time (Lc1) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 195	Eng Make/Model	- JACOBS R-755	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 245 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- 180/005 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ROLLA, MO</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data ROLLA</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3020/ 40</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY HIGH VEGETATION</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 5004
SE LAND	Months Since - UNK/NR	Make/Model- 204
	Aircraft Type - UNK/NR	Instrument- 40
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, DURING A PERSONAL FLIGHT, THE ENGINE PROGRESSIVELY LOST POWER. THE PIC ATTEMPTED AN EMERGENCY LDG IN A PASTURE. DURING THE LDG ROLL, THE ACFT COLLIDED WITH A TREE, CAUSING SUBSTANTIAL DAMAGE TO THE RIGHT WING. POST ACCIDENT AIRCRAFT INSPECTION FAILED TO REVEAL REASON FOR POWER LOSS. THE PLT SAID THE ENG WAS STILL IDLING DURING LNDG. HE ALSO SAID THE CARB HEAT WAS ON DURING TAKEOFF AND WAS WORKING. HE SAID THE MAX ALT ATTAINED WAS ABOUT 150 FT AGL.

Brief of Accident (Continued)

File No. - 81

1/28/88

ROLLA, MO

A/C Reg. No. N1071D

Time (Lc1) - 1600 CST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
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. - 77 3/20/88 FULTON,MO A/C Reg. No. N4704J Time (Lcl) - 0830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH 23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A2B6
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- 130/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBIA,MO
Destination
FULTON,MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

FULTON
Runway Ident - 05
Runway Lth/Wid - 3200/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - BE-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 77
Last 24 Hrs - 1
Make/Model- 31
Instrument- 1
Last 30 Days- UNK/NR
Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING A CROSSWIND LANDING, THE ACFT BEGAN TO PORPOISE AND VEERED OFF THE RUNWAY. THE LEFT LDG GEAR FAILED AND THE WHEEL STRUCK THE AFT SECTION OF THE FUSELAGE, THEN THE HORIZONTAL STABILATOR. THE PIC THEN APPLIED FULL POWER, BECAME AIRBORNE AND ATTEMPTED TO REPOSITION FOR A LANDING ON ANOTHER RUNWAY. HE SAID THE AIRCRAFT WAS NOT FLYING PROPERLY, AND AFTER ABOUT 270 DEGREES OF TURN BELOW TREE TOP LEVEL, HE LANDED IN A CORN FIELD ADJACENT TO THE AIRPORT PROPERTY. NEITHER PIC OR PAX SUFFERED ANY INJURIES, AND THE ACFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 77

3/20/88

FULTON, MO

A/C Reg. No. N4704J

Time (Lcl) - 0830 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

3. LANDING GEAR, MAIN GEAR - SEPARATION
-

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ABORTED

Finding(s)

4. FLIGHT CONTROL, STABILATOR - DISTORTED
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 198 2/20/88 MACON,MS A/C Reg. No. N4489Q Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	Airport Data
Method - N/A	Destination LOCAL	MACON MUNICIPAL
Completeness - N/A	ATC/Airspace	Runway Ident - 27
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Wind Dir/Speed- 310/004 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 7.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Sky/Clouds - 1000 FT SCATTERED		
Lowest Ceiling - 25000 FT BROKEN		
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	Current - YES	Total - 16500
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 8000
		Last 30 Days- UNK/NR
		Instrument- 52
		Last 90 Days- UNK/NR
		Multi-Eng - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING THE TAKEOFF ROLL, THE LEFT LNDG GEAR FAILED CAUSING THE ACFT TO SWERVE OFF THE RWY & INTO A DITCH BORDERING THE RWY. AN EXAM BY FAA PERSONNEL REVEALED TIRE MARKS ON THE RWY WHICH CONTINUED OFF THE RWY & INTO THE DITCH. ACCORDING TO THE FAA, THE GEAR FAILED DUE TO EXCESSIVE SIDE OVERLOAD & IMPACT WITH THE DITCH.

Brief of Accident (Continued)

File No. - 198

2/20/88

MACON, MS

A/C Reg. No. N4489Q

Time (Lc1) - 0930 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - DITCH

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 163 2/07/88 RED LODGE, MT

A/C Reg. No. N20484

Time (Lcl) - 1624 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
2	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 250/015 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BILLINGS, MT
Destination
TWIN FALLS, ID

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 152
Make/Model- 87
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND TWO PAX WERE RETURNING TO TWIN FALLS, ID FROM BILLINGS, MT. THE PLT REC TWO WX BRIEFINGS PRIOR TO DEP. THE WX FORECAST INDICATED LOW CLOUDS, SNOW, TURB AND ICING COND ALONG THE INTENDED ROUTE OF FLIGHT. THE ROUTE OF FLIGHT REQUIRED THE PLT TO TRAVERSE HIGH MTN TERRAIN. THE PLT RADIOED HE WAS ENCOUNTERING CLOUDS NEAR THE MTNS. THE ACC SITE ELEV WAS 10,000 FT. THERE WAS NO EVIDENCE OF A MECH MALFUNCTION OR FAILURE OF THE ACFT STRUCTURE, FLT CONTROLS, ENG OR PROP. THE FSS HAD FORECAST THE MOUNTAINS TO BE OBSCURED BY CLOUDS AND THE WX TO INCLUDE SNOW AND TURBULENCE.

Brief of Accident (Continued)

File No. - 163

2/07/88

RED LODGE, MT

A/C Reg. No. N20484

Time (Lcl) - 1624 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
 4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 5. WEATHER CONDITION - SNOW
 6. WEATHER CONDITION - TURBULENCE
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE - NORMAL

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 76 2/10/88 ROUNDUP, MT

A/C Reg. No. N7661A

Time (Lcl) - 1500 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 - CESSNA 180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARLOWTON, MT
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

ROUNDUP
Runway Ident - 15
Runway Lth/Wid - 2800/ 100
Runway Surface - GRASS/TURF
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 680	Last 24 Hrs	- 5
Make/Model-	31	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	50

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT RANCHER WAS COMPLETING A WORK FLT. DURING THE FLT, THE PLT MADE 5 OFF ARPT LANDINGS IN SNOW 5 TO 6 INCHES DEEP. THE LANDING ON WHICH THE ACCIDENT OCCURRED WAS MADE AT A LOCAL ARPT ON A SNOW COVERED RWY. DURING THE LANDING, THE ACFT SANK INTO DEEP SNOW AND NOSED OVER. AFTER THE ACCIDENT, THE DEPTH OF THE SNOW ON THE RWY WAS DETERMINED TO BE APRX 12 INCHES. NO NOTAMS PERTAINING TO SNOW ON THE RWY WERE ISSUED PRIOR TO THE ACCIDENT BUT A NOTAM WAS ISSUED AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 76 2/10/88 ROUNDUP,MT

A/C Reg. No. N7661A

Time (Lc1) - 1500 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. NOTAMS - DELAYED - AIRPORT PERSONNEL

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 115 2/14/88 CIRCLE,MT A/C Reg. No. N55PA Time (Lcl) - 1530 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -HUNTING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 310/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - PA-18

Medical Certificate - UNK/NR
Flight Time (Hours)

Total - 1037
Make/Model - 970
Instrument - 0
Last 24 Hrs - 3
Last 30 Days - UNK/NR
Last 90 Days - 54

Instrument Rating(s) - NONE

-----Narrative-----

PLT AND PASSENGER WERE HUNTING COYOTES FROM THE AIR. UPON LANDING TO PICK UP A COYOTE THEY HAD SHOT, THE ACFT ENCOUNTERED DEEP SNOW AND NOSED OVER.

Brief of Accident (Continued)

File No. - 115

2/14/88

CIRCLE, MT

A/C Reg. No. N55PA

Time (Lc1) - 1530 MST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 63 2/21/88 MILES CITY, MT A/C Reg. No. N6693R Time (Lcl) - 1200 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal		Serious Minor None	
Type of Operation	-PERSONAL	Fire		Crew	0	0	1 0
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	1	0 0
Accident Occurred During	-APPROACH						

-----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	- 2575	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- IN PERSON	BISMARCK, ND	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	FRANK WILEY FIELD
Wind Dir/Speed	- 250/030 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 22
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Clearance	- 6313/ 100
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 1072	Last 24 Hrs - 5
SE LAND	Months Since - 0	Make/Model - 104	Last 30 Days - UNK/NR
	Aircraft Type - M20E	Instrument - 131	Last 90 Days - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND PAX HAD DEPARTED FROM BISMARCK, ND EN ROUTE TO FAIRBANKS, ALASKA WITH AN EN ROUTE STOP IN MILES CITY, MONTANA. THE PLT STATED THAT HE HAD RECEIVED THE CURRENT WX CONDITIONS FOR MILES CITY AND WAS TOLD THAT THE WINDS WERE 240 TO 260 DEGREES AT 30 KTS, WITH GUSTS TO 42 KTS. THE PLT ELECTED TO LAND ON RUNWAY 22. HE STATED THAT THE APPROACH WAS STABLE BUT JUST BEFORE TOUCHDOWN A WIND GUST ROLLED THE ACFT APPROXIMATELY 90 DEGREES. THE PLT EXECUTED A GO AROUND AND WAS UNABLE TO REMEDY THE EXCESSIVE BANK. THE ACFT STRUCK THE GROUND IN A NEAR VERTICAL BANK ATTITUDE.

Brief of Accident (Continued)

File No. - 63

2/21/88

MILES CITY, MT

A/C Reg. No. N6693R

Time (Lcl) - 1200 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - HIGH WIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation GO-AROUND (VFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 4 1/12/88 CAROLINA BEACH, NC A/C Reg. No. N50738 Time (Lcl) - 1215 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 005/045 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10822
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 2510
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 120
		Multi-Eng - 500
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT SUSTAINED SUBSTANTIAL AIRFRAME DAMAGE WHEN THE ACFT COLLIDED WITH THE GROUND FOLLOWING AN ABORTED T/O. THE INSTRUCTOR REPORTED THAT THE STUDENT PULLED THE THROTTLE BACK AFTER THE AIRCRAFT BROKE GROUND. THE INSTRUCTOR ATTEMPTED TO RECOVER, BUT THE ENGINE DID NOT RESPOND. THE A/C ROLLED OFF THE DEPARTURE END OF RWY 09 INTO A BUSY HWY. THE A/C EXAMINATION FAILED TO DISCLOSE ANY SYSTEM PROBLEM. WILMINGTON'S TEMP/DEWPOINT WAS 41/31 RESPECTIVELY, INDICATING THAT CARBURETOR ICING WAS LIKELY IF OPERATIONS WERE SUSTAINED WITHOUT THE USE OF CARBURETOR HEAT.

Brief of Accident (Continued)

File No. - 4 1/12/88 CAROLINA BEACH, NC A/C Reg. No. N50738 Time (Lcl) - 1215 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
3. THROTTLE/POWER CONTROL - INATTENTIVE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 125 1/19/88 CHARLOTTE, NC

A/C Reg. No. N996SA

Time (Lcl) - 1913 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - ALL CARGO

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	0	0

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - DEHAVILLAND DHC-6-200
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 11000
No. of Seats - 8

Eng Make/Model - P&W PT6A-20
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 500 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 - IMC
Wind Dir/Speed- 070/008 KTS
Visibility - .380 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ERIE, PA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CHARLOTTE/DOUGLAS
Runway Ident - 36L
Runway Lth/Wid - 10000/ 150
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - DHC-6

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8900
Last 24 Hrs - 7
Make/Model- 320
Last 30 Days- UNK/NR
Instrument- 1435
Last 90 Days- 95
Multi-Eng - 5400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE FINAL APPROACH ON THE INSTRUMENT LANDING SYSTEM, THE PILOT DESCENDED BELOW THE GLIDEPATH. THE AIRCRAFT COLLIDED WITH A TREE AND STRUCK THE GROUND SHORT OF THE RUNWAY THRESHOLD.

Brief of Accident (Continued)

File No. - 125

1/19/88

CHARLOTTE, NC

A/C Reg. No. N996SA

Time (Lc1) - 1913 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)
 2. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 3. WEATHER CONDITION - BELOW APPROACH MINIMUMS
-

----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. - 128 3/13/88 MAIDEN, NC A/C Reg. No. N23899 Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1100
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-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 - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 280/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DENVER, NC
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)
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 - 529
Make/Model- 218
Instrument- 54
Multi-Eng - 48
Last 24 Hrs - UNK/NR
Last 30 Days- 10
Last 90 Days- 230

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT HAD BEEN FLYING A SERIES OF LOW LEVEL MANEUVERS OVER THE CITY. THE PILOT WAS ATTEMPTING TO RECOVER FROM AN INTENTIONAL SPIN CLOSE TO THE GROUND WHEN THE AIRCRAFT STRUCK UTILITY LINES AND IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 128

3/13/88

MAIDEN, NC

A/C Reg. No. N23899

Time (Lc1) - 1330 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - RESIDENTIAL AREA
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 55 2/01/88 REYNOLDS,ND A/C Reg. No. N11312 Time (Lcl) - 1645 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
			0	0	1
			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/009 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 GRAND FORKS,ND</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data JENSON</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 2500/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SNOW - COMPACTED</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 29</p> <p>Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 65</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 39</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 2</td> <td>Last 90 Days- 4</td> </tr> </table>	Total - 65	Last 24 Hrs - UNK/NR	Make/Model- 39	Last 30 Days- UNK/NR	Instrument- 2	Last 90 Days- 4
Total - 65	Last 24 Hrs - UNK/NR							
Make/Model- 39	Last 30 Days- UNK/NR							
Instrument- 2	Last 90 Days- 4							

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A LOW PASS OVER A NEIGHBOR'S FARM AIRSTRIP. HE SAID HE APPLIED CARBURETOR HEAT AND SLOWED THE AIRPLANE TO 70 KIAS, USING 20 DEGREES OF FLAPS AND 1400 RPM. THE REPORTED OUTSIDE AIR TEMPERATURE WAS -10 DEGREES AND THE DEW POINT WAS -20 DEGREES. THE PILOT THEN MADE A SLIGHT RIGHT TURN AND INITIATED A CLIMB. HE SAID HE CLOSED THE CARBURETOR HEAT AND ABRUPTLY PUSHED THE THROTTLE FORWARD. THE ENGINE BEGAN RUNNING ROUGH. THE PILOT THEN RETARDED THE THROTTLE AND APPLIED CARBURETOR HEAT AGAIN. THE ENGINE DID NOT RESPOND. THE PILOT WAS FORCED TO MAKE A LANDING IN AN OPEN, SNOW-COVERED FIELD. THE AIRPLANE TOUCHED DOWN AND THE PILOT KEPT THE NOSE WHEEL OFF THE GROUND BY HOLDING BACK PRESSURE ON THE CONTROL YOKE. WHEN THE NOSE WHEEL SETTLED TO THE GROUND, IT SNAPPED OFF IN THE 1-FOOT DEEP SNOW AND THE AIRPLANE FLIPPED OVER.

Brief of Accident (Continued)

File No. - 55

2/01/88

REYNOLDS,ND

A/C Reg. No. N11312

Time (Lc1) - 1645 CST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. CLIMB - INITIATED - PILOT IN COMMAND
4. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
5. THROTTLE/POWER CONTROL - ABRUPT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN
6. TERRAIN CONDITION - SNOW COVERED
7. LANDING GEAR,NOSE GEAR - SEPARATION

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 40 1/20/88 OMAHA, NE

A/C Reg. No. N26TM

Time (Lc1) - 1710 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -HOVER

Aircraft Damage
DESTROYED
Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	2	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - AEROSPATIALE AS-350B
Landing Gear - SKID
Max Gross Wt - 4300
No. of Seats - 3

Eng Make/Model - TURBOMECA ARRIEL 1B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 680 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- 350/016 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - AS-350B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2455	Last 24 Hrs	- 1
Make/Model-	419	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	31
Multi-Eng	- UNK/NR	Rotorcraft	- 2455

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT PICKED THE AIRCRAFT UP TO A HOVER AND MADE A HOVERING TURN IN PREPARATION FOR DEPARTURE. THE NOSE OF THE AIRCRAFT BEGAN TO RISE. THE PILOT STATED LATER THAT HE COULD NOT CONTROL THE AIRCRAFT. THE AIRCRAFT BEGAN TO DESCEND AND THE TAIL ROTOR STRUCK A SECURITY FENCE AROUND THE HELIPORT. THE MAIN ROTOR THEN STRUCK A WIND SOCK POLE, A TREE, LIGHT POLE, AND CONCRETE BENCH DURING THE ACCIDENT SEQUENCE. THE ACCOMPLISHMENT OF THE MANUFACTURER'S SERVICE BULLETIN (SB) #67-05 HAD BEEN PARTIALLY COMPLETED. THE SB PROVIDED FOR PROTECTION AGAINST ICE IN THE HYDRAULIC SERVO BY INSTALLATION OF PROTECTIVE COVERS. THE PROTECTIVE COVERS HAD BEEN INSTALLED TO PROTECT THE OTHER TWO MAIN ROTOR SERVOS BUT NOT THE SERVO WHICH CONTROLLED FORE AND AFT CYCLIC CONTROL. THE OMAHA AREA EXPERIENCED FREEZING PRECIPITATION THE NIGHT BEFORE THE ACCIDENT, THE TEMPERATURE HAD NOT RISEN ABOVE FREEZING DURING THE DAY, AND FREEZING PRECIP WAS FORECAST. THIS WAS THE FIRST FLIGHT OF THE DAY FOR THIS ACFT.

Brief of Accident (Continued)

File No. - 40

1/20/88

OMAHA, NE

A/C Reg. No. N26TM

Time (Lcl) - 1710 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation HOVER

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. ROTORCRAFT FLIGHT CONTROL SYSTEM, PRIMARY SERVO - ICE
3. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - COMPANY/OPERATOR MGMT
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

5. CYCLIC - RESTRICTED -
6. AIRCRAFT CONTROL - NOT POSSIBLE -

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation HOVER

Finding(s)

7. OBJECT - FENCE
8. OBJECT - POLE
9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1 1/09/88 RIO RANCHO, NM A/C Reg. No. N2797L Time (Lcl) - 0900 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model	- RAVEN RX-7	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 1480	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	RIO RANCHO, NM	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 130/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 60.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 27
	Months Since - 2	Make/Model	- 20
FREE BALLOON	Aircraft Type - RX-7	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
			Rotorcraft - UNK/NR
Instrument Rating(s)	- NONE		

-----Narrative-----

DURING THE LANDING THE PLT REPORTED A WIND SHIFT WHICH DRIFTED THE BALLOON INTO PWR LINES BEFORE THE LANDING COULD BE ACCOMPLISHED. THE PLT REPORTED SHE COULD NOT SEE THE PWR LINES DUE TO THE BALLOON RESTRICTING VISIBILITY AND THE PAX POINTED THE LINES OUT TO THE PLT.

Brief of Accident (Continued)

File No. - 1 1/09/88 RIO RANCHO,NM A/C Reg. No. N2797L Time (Lcl) - 0900 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. OBJECT - WIRE,TRANSMISSION
 3. PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND
 4. VISUAL LOOKOUT - REDUCED - 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. - 44 1/11/88 CLOVIS,NM A/C Reg. No. N5063J Time (Lcl) - 1730 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C1E	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CLOVIS,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CLOVIS MUNICIPAL
Wind Dir/Speed- 250/007 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6200/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1200
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 2
		Instrument- 81
		Last 30 Days- UNK/NR
		Last 90 Days- 8
		Multi-Eng - 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT AND ACFT OWNER HAD FLOWN TO TEXAS ON BUSINESS. THE FLYING PLT WAS BEING "CHECKED OUT" BY THE OWNER WHO IS ALSO A PILOT. DURING A LANDING ATTEMPT ON RWY 22, THE ACFT BEGAN TO PORPOISE AND THE PLT EXECUTED A GO-AROUND. DURING THE SECOND LANDING, THE ACFT BEGAN TO PORPOISE AGAIN. THE PLT APPLIED FULL PWR TO GO-AROUND BUT THE ACFT GNDLOOPED, WENT OFF THE RWY, HIT A DITCH AND BECAME AIRBORNE. THE PLT ATTEMPTED TO FLY THE ACFT AND STRUCK A 15 FT IRRIGATION STANDPIPE. THE PLT HAD 2 HRS OF FLT TIME IN TAIL WHEEL EQUIPPED ACFT.

Brief of Accident (Continued)

File No. - 44

1/11/88

CLOVIS, NM

A/C Reg. No. N5063J

Time (Lcl) - 1730 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT PASSENGER
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. PORPOISE - INADVERTENT - PILOT IN COMMAND
 5. GO-AROUND - INITIATED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED
7. OBJECT - POLE

-----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) 1,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 41 1/18/88 ALBUQUERQUE, NM A/C Reg. No. N2614U Time (Lcl) - 0645 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -SOUTH AERO SERVICES	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	1
Accident Occurred During -TAKEOFF					0

-----Aircraft Information-----

Make/Model - CESSNA 402	Eng Make/Model - CONTINENTAL TSIO-520	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 - 2	Rated Power - 325 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LAS CRUCES, NM	ALBUQUERQUE
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 40.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 5395/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - SLUSH
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 5890
SE LAND,ME LAND,SE SEA	Months Since - 6	Make/Model- 1105
	Aircraft Type - C-402C	Instrument- UNK/NR
		Multi-Eng - 3280
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 98
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ATP RATED PLT AND A COMMERCIAL RATED PASSENGER WERE TAKING A SCHEDULED CARGO FLIGHT FROM ALBUQUERQUE TO LAS CRUCES, NEW MEXICO. THE RUNWAY WAS COVERED WITH SNOW, ICE AND WATER FROM A SNOW STORM THE PREVIOUS NIGHT. IT WAS SNOWING LIGHTLY AT THE TIME OF THE ACCIDENT. THE PLT AND GROUND CREW CLEANED MOST OF THE SNOW OFF THE AIRCRAFT PRIOR TO TAXI. THE PLT ELECTED TO DEPART VFR RATHER THAN WAIT FOR HIS PREVIOUSLY FILED IFR FLIGHT PLAN. THE AIRCRAFT ACCELERATED TO VR, BUT WOULD NOT LIFT OFF. BOTH PLTS DESCRIBED FEELING A SHUDDER "LIKE A STALL". THE PIC ABORTED THE TAKEOFF AFTER USING OVER 75% OF THE RUNWAY. BRAKING DID NOT STOP THE AIRCRAFT BEFORE IT LEFT THE RUNWAY, CROSSED THE OVERRUN AND CAME TO REST 100 YARDS INTO A BRUSH COVERED FIELD. THE LANDING GEAR WAS SHEARED AT IMPACT WITH LOWER TERRAIN BEYOND THE RUNWAY OVERRUN.

Brief of Accident (Continued)

File No. - 41

1/18/88

ALBUQUERQUE,NM

A/C Reg. No. N2614U

Time (Lcl) - 0645 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SLUSH COVERED
2. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
3. SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - ICING CONDITIONS
5. WEATHER CONDITION - SNOW

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

6. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
7. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
8. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 GEAR COLLAPSED
Phase of Operation TAKEOFF - ABORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,7

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 84 2/05/88 ROSWELL, NM A/C Reg. No. N8417F Time (Lcl) - 1458 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		2	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 100/006 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 600 FT BROKEN
Obstructions to Vision- FOG
Precipitation - SNOW SHOWER
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALBUQUERQUE, NM
Destination
ROSWELL, NM

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - SPECIAL VFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 122
Make/Model- 12
Instrument- 4
Last 24 Hrs - UNK/NR
Last 30 Days- 2
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

PLT OBTAINED 3 WX BRIEFINGS, FILED A VFR FLT PLAN & DEPARTED SALT LAKE CITY ENROUTE TO ROSWELL, NM, WITH A REFUELING STOP AT ALBUQUERQUE. WHILE THE ACFT WAS STILL 17 NM NW OF ROSWELL ARPT, TWR ADVISED PLT THAT THE ARPT WAS IFR. PLT REQUESTED & RECEIVED SPECIAL VFR CLEARANCE INTO CONTROL ZONE. WITNESSES SAW ACFT FLYING IN DIRECTION OF VORTAC AT APRX 200 FT IN MODERATE SNOW SHOWERS & FOG. ACFT CRASHED ON OPEN, SNOW-COVERED RANCHLAND IN RIGHT WING-LOW, NOSE LOW ATTITUDE IN CRUISE CONFIGURATION. WRECKAGE WAS STREWN ON HEADING AWAY FROM VORTAC & ARPT. ROSWELL WX WAS 600 BKN, 1600 OVR CST, VIS 5 MI IN SNOW SHOWER AND FOG. REVIEW OF PLT'S LOGBOOK DISCLOSED 64.3 TOTAL HRS & 1.8 IFR HRS WHEN PRIVATE PLT LICENSE RECEIVED ON 8/8/87. AT TIME OF CRASH, 2/5/88, PLT HAD LOGGED 122.4 TOTAL HRS & 3.9 IFR HRS. PRIVATE PILOT CHECK FLT LASTED 1.4 HRS WITH 0.3 HRS USED FOR IFR CHECK. WRECKAGE DISCOVERED ON 2/7/88.

Brief of Accident (Continued)

File No. - 84

2/05/88

ROSWELL,NM

A/C Reg. No. N8417F

Time (Lcl) - 1458 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 4. WEATHER CONDITION - SNOW
 5. WEATHER CONDITION - FOG
 6. WEATHER CONDITION - WHITEOUT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

7. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 8. SPATIAL DISORIENTATION - PILOT IN COMMAND
 9. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 10. TERRAIN CONDITION - SNOW COVERED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 97 2/21/88 GILA,NM A/C Reg. No. N2359E Time (Lcl) - 1218 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -DESCENT			0	1	0
			0		0

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL A-65	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 - 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	GILA,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 662
SE LAND	Months Since - 6	Make/Model- 145
	Aircraft Type - C-172RG	Instrument- 79
		Multi-Eng - 23
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT HE AND HIS FRIEND WERE ON A PLEASURE FLT FOLLOWING A RIVER BED WHEN HE SPOTTED SOME ELECTRICAL POWER LINES AHEAD. HE SAID THAT HE FELT THAT HE HAD ADEQUATE CLEARANCE OVER THE LINES BUT THAT HE DID NOT SEE THE STATIC LINE ABOVE THE WIRES. THE ACFT STRUCK THE UNMARKED LINE CAUSING THE PLT TO LOSE CONTROL OF THE ACFT. THE ACFT SUBSEQUENTLY FLIPPED UPSIDE DOWN AND STRUCK THE GROUND INVERTED. THE PLT SAID IT WOULD BE GREAT IF THE STATIC LINES WERE MARKED WITH ORANGE BALL MARKERS. THE PASSENGER ALSO STATED THAT THE WIRES NEED TO BE MARKED.

Brief of Accident (Continued)

File No. - 97 2/21/88 GILA,NM

A/C Reg. No. N2359E

Time (Lcl) - 1218 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE,STATIC
2. ALTITUDE - IMPROPER - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 120 2/28/88 LOS LUNAS,NM A/C Reg. No. N81DS Time (Lc1) - 0840 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- RAVEN S55A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- UNK/NR	Number Engines	- N/A	Stall Warning System	- NO	
Max Gross Wt	- 1435	Engine Type	- N/A			
No. of Seats	- UNK/NR	Rated Power	- N/A			

-----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- 320/006 KTS</p> <p>Visibility - 60.0 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>SAME AS ACC/INC</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 - FULL STOP</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 - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 273
	Months Since - 18	Make/Model- 151
FREE BALLOON	Aircraft Type - S50A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT THE WIND WAS LIGHT DURING TAKEOFF AND WHILE CRUISING. WHEN THE PLT DESCENDED FOR LANDING HE ENCOUNTERED STRONG, GUSTY WINDS FROM ABOUT 50 TO 60 FT AGL DOWN TO THE GROUND. ACCORDING TO THE PLT, THESE STRONG, LOCALIZED WINDS ARE UNPREDICTABLE AND OCCUR ON AN INFREQUENT BASIS. WHEN THEY ARE ENCOUNTERED DURING LANDING, THEY RESULT IN A RAPID DESCENT TO THE GROUND, DESCRIBED BY BALLOONISTS AS A "FALSE HEAVY." IN THIS CASE THE PLT ADDED HEAT AS SOON AS HE ENCOUNTERED THE FALSE HEAVY, HOWEVER THE RAPID DESCENT CONTINUED AND THE BALLOON TOUCHED DOWN HARD TWICE RESULTING IN DAMAGE TO THE BALLOON AND INJURY TO THE PLT. THE BALLOON THEN ASCENDED TO THE CALM WINDS ABOVE 60 FT AND A NORMAL HIGH WIND LANDING WAS ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 120

2/28/88

LOS LUNAS,NM

A/C Reg. No. N81DS

Time (Lc1) - 0840 MST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. WIND INFORMATION - MISREAD - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. 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) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 200 3/12/88 MORIARTY, NM A/C Reg. No. N185SA Time (Lcl) - 1215 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries		
	DESTROYED		Fatal	Serious	Minor
Type of Operation - PERSONAL	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - SURLINE SIDEWINDER	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RATON, NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TRUTH OR CONSEQ, NM	
Wind Dir/Speed- 270/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 235
SE LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - C-152	Make/Model- 85
		Instrument- 0
		Last 30 Days- 16
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES HEARD THE ACFT ENG SOUND INCREASE DRAMATICALLY AS THE ACFT PASSED OVER A GEN AVIATION AIRPORT. THE ACFT WAS SEEN BY ANOTHER WITNESS AT LOW ATL, ESTIMATED TO BE ABOUT 200 FT, AS THE NOSE PITCHED UP. THE ACFT THEN ENTERED A SPIN AND IMPACTED THE GROUND. THE INVESTIGATION REVEALED THAT THE WOODEN PROPELLER HAD SEPARATED IN FLIGHT AND IT WAS LATER FOUND NEAR WHERE THE FIRST WITNESS HEARD THE ENG SOUND INCREASE. EXAMINATION OF THE PROP SHOW ALL THE BOLTS THAT SECURE THE PROP TO THE CRANKSHAFT WERE SHEARED. THE EXAMINATION FURTHER REVEALED THAT THERE WAS NO REINFORCING PLATE BETWEEN THE BOLT HEADS AND THE WOODEN PROP HUB, ONLY THE FRONT SPINNER BULKHEAD. THE FRONT SPINNER BULKHEAD SHOWED WEAR AS DID THE BOLT HOLES IN THE PROP HUB.

Brief of Accident (Continued)

File No. - 200

3/12/88

MORIARTY,NM

A/C Reg. No. N185SA

Time (Lc1) - 1215 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - SEPARATION
 2. MAINTENANCE,INSTALLATION - IMPROPER - MANUFACTURER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 105 3/13/88 RUIDOSO,NM A/C Reg. No. N32982 Time (Lcl) - 1645 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 310/014 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RUIDOSO,NM
Destination
FORT WORTH,TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SIERRA BLANCA REGIONAL
Runway Ident - 24
Runway Lth/Wid - 8100/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	199	Last 24 Hrs -	5
Make/Model-	77	Last 30 Days-	UNK/NR	
Instrument-	39	Last 90 Days-	15	
Multi-Eng -	1			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE PLT AND TWO PAX ATTEMPTED TAKEOFF AT OR NEAR MAX GWT AT A DENSITY ALT OF 6,500 FT MSL. FULL FUEL HAD BEEN LOADED IN THE RIGHT TANK AND THE PLT INDICATED THAT THE LEFT TANK WAS EMPTY. RWY 24 WAS IN USE WITH A 70 DEGREE X-WIND REPORTED FROM 310 DEGREES AT 14, GUSTING TO 32 KTS. THE TWR OPERATOR SAID THAT ON TAKEOFF "THE AIRCRAFT LIFTED OFF THEN WENT NOSE HIGH." THE ACFT WENT OUT OF SIGHT OFF THE END OF RWY. TWICE, THE RIGHT WING DROPPED TOWARD THE RWY AS THE NOSE WENT HIGH. WITNESSES REPORT THAT THE ACFT NEVER CLIMBED ABOVE 25 FT AGL. THE ACFT STRUCK THE TOP WIRE OF THE ARPT FENCE AT FOUR FT AGL PRIOR TO IMPACT. THE ACFT STRUCK TREES BEYOND THE END OF RWY 24 AND BOTH WINGS SEPARATED FROM THE FUSELAGE.

Brief of Accident (Continued)

File No. - 105

3/13/88

RUIDOSO,NM

A/C Reg. No. N32982

Time (Lc1) - 1645 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. STALL/MUSH
8. OBJECT - FENCE
9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

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. - 145 3/21/88 GOVERNADOR,NM

A/C Reg. No. N7863S

Time (Lcl) - 1000 MST

-----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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 47G-3B1
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - LYCOMING TVO-435-B1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 270 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
GOVERNADOR,NM
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 49
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - B-47-G3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 17460
Make/Model- 12147
Instrument- 25
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 155
Rotorcraft - 17048

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL PLT WAS HOVERING OUT OF GROUND EFFECT AT 40 FEET AGL. DURING A MANEUVER HE REPORTED HEARING A LOUD BANG AND THE ROTOR RPM BEGAN TO DECAY. THE PLT MADE A HOVERING AUTOROTATION RESULTING IN A HARD LANDING. THE MAIN ROTOR STRUCK THE TAIL BOOM AND SEVERED IT. A POST ACCIDENT TRANSMISSION TEAR DOWN REVEALED THAT THE LOCKING ROLLERS IN THE FREE WHEELING UNIT HAD WORN BEYOND TOLERANCE, ALLOWING THE MAIN ROTOR TO BECOME AND REMAIN DISENGAGED FROM THE TRANSMISSION.

Brief of Accident (Continued)

File No. - 145

3/21/88

GOBERNADOR,NM

A/C Reg. No. N7863S

Time (Lc1) - 1000 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation HOVER

Finding(s)

1. ROTOR DRIVE SYSTEM,FREEWHEELING SPRAG UNIT - WORN
2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
3. ROTOR DRIVE SYSTEM,FREEWHEELING SPRAG UNIT - DISENGAGED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - ATTEMPTED -

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 70 2/05/88 HENDERSON, NV A/C Reg. No. N2249E Time (Lcl) - 1235 PST

-----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	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<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 - 050/006 KTS</p> <p>Visibility - 75.0 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;">LAS VEGAS, NV</p> <p>Destination</p> <p style="padding-left: 20px;">HENDERSON, NV</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 40px;">TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p>SKY HARBOR</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 5000/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 77</p> <p>Make/Model- 77</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 8</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING GROUND LANDING ROLL ON A TOUCH AND GO PRACTICE SESSION, THE SOLO STUDENT PILOT ALLOWED THE AIRCRAFT TO DRIFT OFF THE SIDE OF THE RUNWAY AND OVERCORRECTED IN THE OPPOSITE DIRECTION. AFTER APPLYING FULL POWER TO ABORT THE LANDING, SHE REALIZED THE FLAPS WERE FULLY EXTENDED, AND RAISED THE FLAPS. THE AIRCRAFT DEPARTED THE SIDE OF THE RUNWAY AND NOSED OVER IN ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 70 2/05/88 HENDERSON,NV

A/C Reg. No. N2249E

Time (Lcl) - 1235 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
5. LANDING GEAR,NOSE GEAR ASSEMBLY - COLLAPSED

-----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. - 10 2/08/88 PALAMIND VALLEY,NV A/C Reg. No. N48890 Time (Lcl) - 1130 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RENO,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 61
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 22
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING "S" TURNS OVER A ROADWAY WHEN ENGINE POWER LOSS OCCURRED. FORCED LANDING ATTEMPT ON THE ROAD RESULTED IN A HIGH FLARE AND HARD LANDING, SHEARING THE NOSE GEAR. THE ACFT FLIPPED INVERTED. ENGINE INSPECTION AND TEST RUN REVEALED NO DISCREPANCIES. NO MECHANICAL REASON WAS FOUND FOR POWER LOSS. THE TEMPERATURE WAS 60 DEGREES F AND THE DEW POINT WAS 30 DEGREES F. THIS TEMPERATURE/DEW POINT WAS IN A RANGE WHERE CARBURETOR ICING WAS PROBABLE (VISIBLE ICING) AT RATED POWER.

Brief of Accident (Continued)

File No. - 10

2/08/88

PALAMINO VALLEY,NV

A/C Reg. No. N48890

Time (Lcl) - 1130 PST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)

4. FLARE - PREMATURE - PILOT IN COMMAND

Occurrence #4 NOSE OVER
Phase of Operation LANDING

Finding(s)

5. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 168 2/13/88 LOVELOCK, NV

A/C Reg. No. N68915

Time (Lcl) - 1400 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - PIPER AEROSTAR 602P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-AA1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 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- 290/006 KTS
Visibility - 90.0 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
NAPA, CA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

DERBY FIELD
Runway Ident - 19
Runway Lth/Wid - 5530/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI
SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10200	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 NON-MULTIENGINE RATED PILOT (LEFT SEAT) EXECUTED A TAKEOFF DURING WHICH THE AIRCRAFT DEVELOPED A SLIGHT RIGHT DRIFT. THE PILOT THEN ATTEMPTED TO UTILIZE NOSE WHEEL STEERING TO CORRECT AND A HARD LEFT SWERVE ENSUED RESULTING IN A LOSS OF DIRECTIONAL CONTROL FOLLOWED BY THE AIRCRAFT'S DEPARTING THE LEFT SIDE OF THE RUNWAY. THE PILOT HAD BEEN LED TO BELIEVE BY THE ACCOMPANYING FLIGHT INSTRUCTOR (RIGHT SEAT) THAT THE USE OF NOSEWHEEL STEERING WAS ACCEPTABLE DURING TAKEOFF. THE AIRCRAFT OWNER'S MANUAL STATED THAT "NOSEWHEEL STEERING IS NOT RECOMMENDED FOR TAKEOFF SINCE THERE IS A TENDENCY TO OVERSTEER THE TAKEOFF RUN".

Brief of Accident (Continued)

File No. - 168

2/13/88

LOVELOCK,NV

A/C Reg. No. N68915

Time (Lc1) - 1400 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. NOSEWHEEL STEERING - IMPROPER USE OF - COPILOT/SECOND PILOT
 2. INSTRUCTIONS,WRITTEN/VERBAL - IMPROPER - PILOT IN COMMAND
 3. SUPERVISION - POOR - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 32 2/14/88 JEAN,NV

A/C Reg. No. N5173G

Time (Lcl) - 1550 PST

-----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

1

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 305A (L-19)

Eng Make/Model - CONTINENTAL O-470-11A

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2100

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 213 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 050/010 KTS

Visibility - 75.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

BARSTOW/DAGGETT,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

JEAN

Runway Ident - 02

Runway Lth/Wid - 4545/ 100

Runway Surface - GRAVEL

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 48

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED ACFT ENTER 45 DEG CLIMB ATTITUDE ON LIFTOFF, CLIMB TO ABOUT 200 FT AGL, THEN ENTER LEFT TURN. ACFT APPEARED TO STALL, WING DROPPED AND NOSE FELL THROUGH TO IMPACT 100 YDS LEFT OF RUNWAY. FLAPS FOUND SET AT 60 DEG VS. MAX 30 DEG SETTING SPECIFIED ON COCKPIT PLACARD. ACCOMPANYING ACFT WITNESS STATED PREVIOUS TAKEOFF THAT DAY ALSO EXECUTED WITH 60 DEG FLAPS. NO EVIDENCE FOUND OF PRE-IMPACT MALF OR FAILURE IN ACFT STRUCTURE, POWERPLANT OR SYSTEMS.

Brief of Accident (Continued)

File No. - 32 2/14/88 JEAN,NV

A/C Reg. No. N5173G

Time (Lcl) - 1550 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND
 2. DOCUMENTATION - DISREGARDED - PILOT IN COMMAND
 3. CLIMB - EXCESSIVE - PILOT IN COMMAND
 4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/SPIN
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

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. - 92 3/09/88 LAS VEGAS, NV A/C Reg. No. N98525 Time (Lcl) - 1720 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 320/030 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BULLHEAD CITY, AZ
Destination
LAS VEGAS, NV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MCCARRAN INTN'L.
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 36
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 83	Last 24 Hrs	- 2
Make/Model-	78	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	24

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED THE AIRPORT FOR A CROSS COUNTRY FLIGHT WITHOUT FILING A FLIGHT PLAN OR OBTAINING A WEATHER BRIEFING. UPON RETURNING TO THE ORIGINATING AIRPORT HE DISCOVERED THAT THE WINDS WERE UNFAVORABLE FOR LANDING AT THAT AIRPORT. THE PILOT THEN DIVERTED TO AN ALTERNATE AIRPORT WHERE THE WINDS WERE MORE DIRECTLY ALIGNED WITH THE RUNWAY. DURING TAXI AFTER LANDING A STRONG GUST OF WIND OCCURRED, NOSING THE AIRCRAFT OVER INVERTED.

Brief of Accident (Continued)

File No. - 92

3/09/88

LAS VEGAS,NV

A/C Reg. No. N98525

Time (Lc1) - 1720 PST

Occurrence #1 NOSE OVER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED -
5. WEATHER CONDITION - GUSTS
6. 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) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 69 3/10/88 LAS VEGAS, NV A/C Reg. No. N6380H Time (Lcl) - 1545 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST FLIGHT
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
2

-----Aircraft Information-----

Make/Model - CESSNA 207A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 7

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/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- 330/019 KTS

Visibility - 75.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAS VEGAS, NV

Destination

LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1005

Make/Model- 275

Instrument- 87

Multi-Eng - 350

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 89

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A MAINTENANCE FLIGHT, WHILE ON FINAL APPROACH, THE ENGINE CEASED OPERATING. ADEQUATE FUEL WAS AVAILABLE IN THE RIGHT FUEL TANK. THE LEFT FUEL TANK CONTAINED 4.5 GALLONS OF WHICH 3.5 GALLONS ARE UNUSABLE. THE PLT SAID HE WAS SLIPPING THE ACFT ON THE FINAL APPROACH, WHEN THE ENGINE STARTED MISFIRING. THE PLT SAID HE THEN SWITCHED TANKS WITHOUT SUCCESS IN IMPROVING ENG POWER. A LANDING WAS MADE 2 MILES SHORT OF THE RWY IN THE DESERT. THE LANDING DAMAGED THE MAIN LNDG GEAR AND FAILED THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 69

3/10/88

LAS VEGAS, NV

A/C Reg. No. N6380H

Time (Lcl) - 1545 PST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 71 3/18/88 LAS VEGAS, NV

A/C Reg. No. N8307R

Time (Lcl) - 1230 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BEECH A24R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-A1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 210/004 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAS VEGAS, NV
Destination
SAN LUIS OBISPO, CA

Airport Proximity
ON AIRPORT

Airport Data

N. LAS VEGAS AIR TERMINAL
Runway Ident - 25
Runway Lth/Wid - 5005/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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)
PRIVATE
SE LAND

Age - 63
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 280	Last 24 Hrs - 4
Make/Model- 8	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

DURING CLIMB TO CRUISE THE AIRCRAFT'S DOOR OPENED. THE PILOT THEN DIVERTED TO A NEARBY AIRPORT FOR A PRECAUTIONARY LANDING. DURING LANDING THE PILOT HAD DIFFICULTY MAINTAINING DIRECTIONAL CONTROL. THE AIRCRAFT STRUCK A RUNWAY EDGE LIGHT DURING LANDING ROLL WITH MOST OF THE STABILIZER SEPARATING FROM THE AIRCRAFT. NO PRE-EXISTING PROBLEM COULD BE FOUND WITH THE DOOR.

Brief of Accident (Continued)

File No. - 71

3/18/88

LAS VEGAS, NV

A/C Reg. No. N8307R

Time (Lc1) - 1230 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. DOOR, EXTERIOR CREW - UNLATCHED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. DOOR, EXTERIOR CREW - OPEN

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - RUNWAY LIGHT
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. DIVERTED ATTENTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 106 3/19/88 ELKO, NV

A/C Reg. No. N5045J

Time (Lc1) - 1700 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	1	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire ON GROUND
Crew Pass

-----Aircraft Information-----

Make/Model - MARLOW HILYARD EXECUTIVE
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1000
No. of Seats - 2

Eng Make/Model - ROTORWAY 152
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 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 - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELKO, NV
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION
ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 30
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 155	Last 24 Hrs	- UNK/NR
Make/Model-	155	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
		Rotorcraft	- 155

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A LANDING ON SLOPING TERRAIN. THE GYROCOPTER ROLLED TO THE LEFT WITH THE MAIN ROTOR STRIKING SAGE BRUSH. THE ENGINE WAS TWISTED FROM ITS MOUNTS RUPTURING A FUEL LINE. A FIRE RESULTED CONSUMING THE GYROCOPTER. THE PILOT DID NOT HOLD A PILOT OR MEDICAL CERTIFICATE BUT REPORTED 155 HOURS EXPERIENCE IN THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 106

3/19/88

ELKO,NV

A/C Reg. No. N5045J

Time (Lc1) - 1700 PST

Occurrence #1 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - DOWNHILL

-----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. - 26 2/09/88 ADA,OK

A/C Reg. No. N2431N

Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

0

1

0

0

Pass

0

1

0

0

-----Aircraft Information-----

Make/Model - CESSNA 120

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1450

No. of Seats - 2

Eng Make/Model - CONTINENTAL C85F

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- 170/010 KTS

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

ADA,OK

Destination

NORMAN,OK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-120

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 336

Make/Model- 66

Instrument- 17

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS FLYING LOW UP THE RIVER AND HIT THE UPPER STRAND OF A TWO STRAND HIGH VOLTAGE POWER LINE. BOTH THE PILOT AND PASSENGER RECEIVED SERIOUS INJURIES WHEN THE AIRPLANE CRASHED ON A SAND-BAR IN THE RIVER.

Brief of Accident (Continued)

File No. - 26

2/09/88

ADA,OK

A/C Reg. No. N2431N

Time (Lc1) - 1800 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE
1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. LIGHT CONDITION - DUSK
3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
4. OBJECT - WIRE,TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 52 2/24/88 NORMAN, OK A/C Reg. No. N20129 Time (Lcl) - 1402 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAYRE, OK
Destination
NORMAN, OK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DOLLAR STRIP
Runway Ident - 13
Runway Lth/Wid - 1800/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 63

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 300	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-----

PILOT RETRACTED FLAPS DURING GO AROUND AND AIRCRAFT SETTLED INTO TREES AND WAS DESTROYED. FRONT SEAT OCCUPANTS WERE NOT WEARING THE AVAILABLE SHOULDER HARNESSSES. THE ACFT WAS LANDING WITH A QUARTERING TAILWIND. DUE TO SERIOUS HEAD INJURIES THE PLT NEVER COMPLETED HIS ACC REPORT. A PASSENGER REPORTED THAT THE PLT RETRACTED THE FLAPS JUST OVER THE TREES AND THE ACFT SETTLED INTO THEM. THE INVESTIGATORS ELEVATION DRAWING OF THE ACC SHOWS THE ACFT OVER THE TREES AND THEN DESCENDING INTO THEM. NO MALFUNCTIONS OF THE ACFT WERE REPORTED OR DISCOVERED DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 52

2/24/88

NORMAN,OK

A/C Reg. No. N20129

Time (Lcl) - 1402 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)
2. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

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. - 73 3/19/88 UMPQUA,OR A/C Reg. No. N81788 Time (Lcl) - 1015 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65-B
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- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROSEBURG,OR
Destination
LOCAL

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 - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1207
Make/Model- 310
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING LOW OVER A RIVER THE AIRCRAFT STRUCK UNMARKED TELEPHONE WIRES. AN OFF-AIRPORT LANDING WAS MADE ONTO A COW PASTURE. DURING THE LANDING THE AIRCRAFT STRUCK THE GROUND NOSE FIRST. POST ACC INSPECTION REVEALED TELEPHONE WIRE INSULATION WEDGED NEAR THE BOTTOM OF THE CARBURETOR AIR CLEANER. THE TELEPHONE WIRE HAD BROKEN THE CARBURETOR CASTING THAT HOLDS THE CARB TO THE INTAKE PIPES. THE PLT SAID THAT HE LOST ENG POWER. THE DAMAGE NOTED WOULD RESULT IN LOSS OF POWER. THE PLT OFFERED NO EXPLANATION FOR THE LOW FLYING BUT SENT HIS PLT CERT TO FAA AND SAID HE HAD VIOLATED FAR'S. HIS RECOMMENDATION FOR PREVENTION WAS TO AVOID LOW FLYING.

Brief of Accident (Continued)

File No. - 73

3/19/88

UMPQUA,OR

A/C Reg. No. N81788

Time (Lc1) - 1015 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----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. - 166 3/20/88 FOX,OR A/C Reg. No. N66727 Time (Lcl) - 1515 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

1

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 - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FOX,OR

Destination

PENDLETON,OR

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - 09

Runway Lth/Wid - 1500 -UNK/NR

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 166

Make/Model- 65

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DEPARTING AN AIRSTRIP SITUATED ON TOP OF A HILL THE AIRCRAFT WAS NOT ABLE TO CLEAR POWER LINES AT THE END OF THE AIRSTRIP. THE PILOT LOWERED THE NOSE OF THE AIRCRAFT TO CLEAR THE WIRES AND THE AIRCRAFT'S ELEVATOR STRUCK A ROAD SIGN IN FLIGHT. THE DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT WAS APPROXIMATELY 5,000 FEET. THE ACFT WAS LANDED WITHOUT FURTHER INCIDENT AND LATER FERRIED TO ANOTHER LOCATION.

Brief of Accident (Continued)

File No. - 166

3/20/88

FOX,OR

A/C Reg. No. N66727

Time (Lcl) - 1515 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - SIGN
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. OBJECT - WIRE,TRANSMISSION
-

-----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. - 171 3/26/88 ASHLAND,OR A/C Reg. No. N2958D Time (Lcl) - 2030 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 170
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 330/030 KTS
Visibility - .500 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - OVERCAST
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SACRAMENTO,CA
Destination
MEDFORD,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10353	Last 24 Hrs -	6
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	696	Last 90 Days-	200
Multi-Eng -	2000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DARK NIGHT VFR FLIGHT, THE ACFT ENCOUNTERED A SEVERE DOWNDRAFT AND INSTRUMENT METEOROLOGICAL CONDITIONS. WITH FULL POWER THE ACFT DESCENDED, STRIKING TREES BEFORE IT STRUCK THE GROUND. DURING THE PILOT'S PREFLIGHT BRIEFING AND IN-FLIGHT BRIEFING HE WAS TOLD THAT FLIGHT PRECAUTIONS WERE PRESENT BECAUSE OF ICING, TURBULENCE, MOUNTAIN OBSCURATIONS, AND IFR CONDITIONS. IN A POST ACC STATEMENT THE PLT SAID HE WAS DESCENDING FROM 8000 FT MSL TO LAND AT MEDFORD OR FOR REFUELING WHEN HE ENCOUNTERED A STRONG DOWNDRAFT. THIS DESCENT CONTINUED UNTIL ABOUT 2000 FT AGL AT AN AIRSPEED OF 50 MPH. DUE TO LOW AIRSPEED AND TURBULENCE THE PLT DECIDED AGAINST TRYING A 180 DEGREE TURN. IMC WX CONDITIONS WERE ENCOUNTERED IN THE FORM OF FOG AND SNOW. THE PLT TURNED FROM 310 DEGREES TO 300 DEGREES AND BEGAN A CLIMB. AT APRX 6100 FT MSL ANOTHER DOWNDRAFT WAS ENCOUNTERED AND THE ACFT DESCENDED AT ABOUT 60 MPH UNTIL TREES WAS CONTACTED AT APRX 5100 FT. THE WINGS AND TOP OF THE ACFT WERE TORN OFF BUT THE 2 OCCUPANTS SURVIVED.

Brief of Accident (Continued)

File No. - 171

3/26/88

ASHLAND,OR

A/C Reg. No. N2958D

Time (Lc1) - 2030 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - TURBULENCE
6. LIGHT CONDITION - DARK NIGHT
7. WEATHER CONDITION - FOG

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 140 4/15/88 THE DALLES,OR A/C Reg. No. N7158V Time (Lcl) - 2345 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	1
Accident Occurred During -LANDING			0	0	1
					0

-----Aircraft Information-----

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	BURLEY, ID	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KELSO, WA	THE DALLES
Wind Dir/Speed- 310/017 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4649/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1833	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 6	Make/Model- 341	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 4	Last 90 Days- 10
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON ARRIVAL, PLT FOUND DESTINATION OBSCURED BY UNFORECAST FOG, HELD BRIEFLY, THEN DIVERTED TO AN ALTERNATE AIRPORT. ON ARRIVAL AT ALT IN DARKNESS, PLT DID NOT KNOW FREQ (UNICOM) TO ACTIVATE RWY LIGHTS. PLT MADE LOW PASS TO ACQUIRE RWY ENVIRONMENT AS FUEL STATE WAS CRITICAL. ON SIGHTING A RUNWAY, PLT EFFECTED LNDG BUT WAS WELL DOWN 4649-FT LENGTH AND OVERRAN INTO RAVINE.

Brief of Accident (Continued)

File No. - 140

4/15/88

THE DALLES, OR

A/C Reg. No. N7158V

Time (Lc1) - 2345 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - RAVINE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 169 2/02/88 FRIEDENS, PA A/C Reg. No. N1201M Time (Lcl) - 1205 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 337E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4440
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-360-G
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed-
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 200 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SOMERSET
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 24
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE 24 YEAR OLD UNLICENSED PILOT MADE AN UNAUTHORIZED FLIGHT IN HIS FATHER'S AIRCRAFT. THE CESSNA 337 WAS OBSERVED TO MANUEVER IN THE VICINITY OF THE AIRPORT AT A LOW ALTITUDE IN AND OUT OF THE CLOUDS. THE AIRCRAFT WAS THEN OBSERVED TO COME OUT OF THE CLOUDS LEFT WING HIGH AND THE NOSE FELL THROUGH THE HORIZON. THE AIRCRAFT IMPACTED ON THE AIRPORT AND WAS DESTROYED BY THE IMPACT. THE PILOT WAS FATALY INJURED. NO PRE-EXISTING MECHANICAL MALFUNCTION WAS FOUND WITH THE AIRCRAFT. WEATHER WAS ESTIMATED TO BE 200 FT VARIABLE 400 FT OVERCAST, 1 MILE VISIBILITY, WITH RAIN AND FOG. WITNESSES REPORTED THAT THE PILOT HAD FLOWN SOLO IN THIS AIRCRAFT AND ANOTHER 337 AND A PIPER CHEROKEE ALSO BASED AT THIS AIRPORT. NO RECORD COULD BE FOUND TO INDICATE THE PILOT HAD EVER POSSESSED A MEDICAL CERTIFICATE OR TAKEN ANY FAA RATING EXAMS. WITNESSES SAID HE HAD RECEIVED FLIGHT INSTRUCTION FROM HIS FATHER, A RETIRED AIRLINE CAPTAIN.

Brief of Accident (Continued)

File No. - 169

2/02/88

FRIEDENS, PA

A/C Reg. No. N1201M

Time (Lc1) - 1205 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - UNQUALIFIED PERSON
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - PERFORMED - UNQUALIFIED PERSON
4. WEATHER CONDITION - LOW CEILING

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

5. LACK OF TOTAL EXPERIENCE - UNQUALIFIED PERSON
6. STALL/SPIN - INADVERTENT -
7. STOLEN AIRCRAFT/UNAUTHORIZED USE - INITIATED - UNQUALIFIED PERSON

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6

Factor(s) relating to this accident is/are finding(s) 2,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 116 2/17/88 SPARTANBURG, SC A/C Reg. No. N3631H Time (Lcl) - 1310 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - ERCOUPE 415C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
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
SHELBY, NC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SPARTANBURG MEM.
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND, SE SEA
HELICOPTER

Age - 52
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 19000	Last 24 Hrs	- 0
Make/Model	- 15	Last 30 Days	- UNK/NR
Instrument	- 1400	Last 90 Days	- UNK/NR
Multi-Eng	- 17950	Rotorcraft	- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE PILOT WAS UNABLE TO FIND ASSISTANCE TO REMOVE THE NOSE WHEEL CHOCK FROM THE AIRCRAFT, HE APPLIED ENOUGH POWER TO JUMP THE CHOCK. HE WAS UNABLE TO RETARD THE THROTTLE BEFORE COLLIDING WITH A PARKED AIRCRAFT AND STRIKING A CONCRETE WALL.

Brief of Accident (Continued)

File No. - 116

2/17/88

SPARTANBURG, SC

A/C Reg. No. N3631H

Time (Lcl) - 1310 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
2. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 129 4/22/88 CHESTER, SC A/C Reg. No. N3LB Time (Lc1) - 1810 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1	0	0
Accident Occurred During	-APPROACH		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CIRRUS STANDARD	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	- 900	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 150/004 KTS</p> <p>Visibility - 12.0 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 CHESTER, SC</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 - STRAIGHT-IN FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY HIGH VEGETATION</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND</p> <p>GLIDER</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 18</p> <p>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>- 2933</td> <td>Last 24 Hrs</td> <td>- 7</td> </tr> <tr> <td>Make/Model</td> <td>- 165</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 117</td> <td>Last 90 Days</td> <td>- 25</td> </tr> <tr> <td>Multi-Eng</td> <td>- 494</td> <td>Rotorcraft</td> <td>- 1</td> </tr> </table>	Total	- 2933	Last 24 Hrs	- 7	Make/Model	- 165	Last 30 Days	- UNK/NR	Instrument	- 117	Last 90 Days	- 25	Multi-Eng	- 494	Rotorcraft	- 1
Total	- 2933	Last 24 Hrs	- 7															
Make/Model	- 165	Last 30 Days	- UNK/NR															
Instrument	- 117	Last 90 Days	- 25															
Multi-Eng	- 494	Rotorcraft	- 1															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GLIDER PILOT FAILED TO MAINTAIN SUFFICIENT ALTITUDE WHILE ON FINAL APPROACH FOR LANDING AND STRUCK TREES.

Brief of Accident (Continued)

File No. - 129

4/22/88

CHESTER, SC

A/C Reg. No. N3LB

Time (Lcl) - 1810 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - TREE(S)
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. DESCENT - PREMATURE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 127 4/02/88 NASHVILLE, TN A/C Reg. No. N7243B Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					1
					4

-----Aircraft Information-----

Make/Model - BEECH A-36	Eng Make/Model - CONTINENTAL IO-550-B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 220/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 4000 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination FT. MEYERS, FL ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - NONE	Airport Proximity ON AIRPORT Airport Data NASHVILLE Runway Ident - 20L Runway Lth/Wid - 4300/ 150 Runway Surface - ASPHALT Runway Status - WET
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-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 299
SE LAND, ME LAND	Months Since - 9	Make/Model- 3
	Aircraft Type - BE-76	Instrument- 71
		Multi-Eng - 27
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ABORTED A TAKEOFF AFTER HE FELT THAT THE AIRCRAFT WAS NOT PERFORMING PROPERLY. THE PILOT HAD FOUR PASSENGERS ON BOARD WHICH PUT THE AIRCRAFT NEAR ITS GROSS WEIGHT. THE RUNWAY WAS 4300 FEET LONG AND THE PILOT NEEDED ABOUT 1100 FEET OF RUNWAY FOR THE AIRCRAFT CONFIGURATION AND PREVAILING WINDS. THE PILOT REPORTED THAT ALL AIRCRAFT SYSTEMS WERE OPERATING PROPERLY PRIOR TO THE ATTEMPTED TAKEOFF. THE PLT REPORTED THAT THE ACFT DEVELOPED ABOUT 30 INCHES OF MANIFOLD PRESSURE DURING THE ROLL BUT DID NOT FEEL RIGHT. THE TOWER REPORTED THAT THE ACFT ROTATED AND THEN BOUNCED BACK ON THE RWY. THE ACFT CONTINUED PAST THE OVERRUN AND DAMAGED THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 127

4/02/88

NASHVILLE, TN

A/C Reg. No. N7243B

Time (Lc1) - 0930 CST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 130 4/22/88 WALLAND,TN

A/C Reg. No. N1414U

Time (Lcl) - 1700 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 172F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
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- 090/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARYVILLE,TN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

PRIVATE
Runway Ident - 03
Runway Lth/Wid - 1500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	336	Last 24 Hrs -	4
Make/Model-	30	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	6	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED TO ABORT A TAKEOFF AFTER EXPERIENCING A SUDDEN GUST OF WIND AT LIFTOFF. THE AIRCRAFT COLLIDED WITH A FENCE AND DITCH WHICH CAUSED SUBSTANTIAL AIRFRAME DAMAGE. THE PILOT REPORTED THE WINDS GUSTING TO 15 KNOTS. THERE WAS NO REPORTED AIRCRAFT PROBLEM.

Brief of Accident (Continued)

File No. - 130

4/22/88

WALLAND, TN

A/C Reg. No. N1414U

Time (Lc1) - 1700 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - FENCE
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 187 1/11/88 BEAUMONT, TX A/C Reg. No. N2517K Time (Lcl) - 1155 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-AERIAL OBSERVATION	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	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470U	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	ANGLETON, TX	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
Lowest Ceiling	- NONE	- GRASS/TURF
Obstructions to Vision	- NONE	Runway Status
Precipitation	Type Apch/Lndg	- DRY
Condition of Light	- FORCED LANDING	ROUGH

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 3940	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 2	Make/Model - 150	Last 30 Days - 3
	Aircraft Type - C-180	Instrument - 620	Last 90 Days - 120
		Multi-Eng - 3000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT EXPERIENCED A POWER LOSS WHILE IN CRUISE FLT AT 500' AGL ON AN AERIAL PIPELINE PATROL FLT. AN OFF-ARPT EMERGENCY LNDG WAS MADE IN ROUGH TERRAIN AND THE ACFT WAS SUBSTANTIALLY DAMAGED. INVESTIGATION REVEALED THAT THE CARB HEAT GATE VALVE WOULD ONLY CLOSE 2/3RDS OF THE WAY WHEN THE CONTROL WAS PLACED IN THE CARB HEAT FULL ON POSITION. THE ACTUATOR ARM WAS BINDING AGAINST THE ENG COMPARTMENT INTERIOR BAFFLING. THE PLT AND PAX STATED THAT EARLIER ON THE SAME FLIGHT, PRIOR TO THE EMERGENCY LANDING, THEY HAD EXPERIENCED A PWR LOSS THAT WAS ALLEVIATED BY THE USE OF CARB HEAT.

Brief of Accident (Continued)

File No. - 187

1/11/88

BEAUMONT, TX

A/C Reg. No. N2517K

Time (Lcl) - 1155 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT CONTROL, TORQUE BOX - BINDING(MECHANICAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
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. - 14 1/25/88 BORGER, TX A/C Reg. No. N8250R Time (Lcl) - 1620 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	IN FLIGHT	Pass 0	0	1	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A	Eng Make/Model - CONTINENTAL IO-520K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3325	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OKLAHOMA CITY, OK	HUTCHINSON COUNTY
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3898/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3145
SE LAND	Months Since - 8	Make/Model- 1717
	Aircraft Type - C-185F	Instrument- 92
		Multi-Eng - 84
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THERE WAS SMOKE IN THE CABIN. THE PLT STARTED A TURN BACK TOWARD THE RUNWAY. WHEN HE TURNED OFF THE ELECTRICAL MASTER SWITCH THE ENGINE STOPPED PRODUCING POWER. ATTEMPTS TO RESTART THE ENGINE WERE NOT SUCCESSFUL. HE IMPACTED A HEAVY CABLE DURING THE OFF-AIRPORT, FORCED LANDING. POST-CRASH INVESTIGATION REVEALED A BROKEN WELD AT THE REAR OF THE LEFT MUFFLER. HEAT FROM THE LEFT MUFFLER MELTED THE INSULATION ON THE "P" LEADS TO THE MAGNETOS, GROUNDED THEM, AND SHUT OFF THE ENGINE.

Brief of Accident (Continued)

File No. - 14

1/25/88

BORGER, TX

A/C Reg. No. N8250R

Time (Lc1) - 1620 CST

Occurrence #1 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. EXHAUST SYSTEM, MUFFLER - FAILURE, PARTIAL

Occurrence #2 LOSS OF ENGINE POWER
Phase of Operation CLIMB - TO CRUISE

2. IGNITION SYSTEM, MAGNETO GROUNDING LEAD (P-LEAD) - BURNED
3. IGNITION SYSTEM, MAGNETO GROUNDING LEAD (P-LEAD) - SHORTED

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - WIRE, TRANSMISSION

-----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. - 21 1/29/88 TOMBALL, TX

A/C Reg. No. N6614H

Time (Lcl) - 1830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CANTON, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DAVID WAYNE HOOKS MEMOR.
Runway Ident - 17R
Runway Lth/Wid - 7000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3447 Last 24 Hrs - 8
Make/Model- 295 Last 30 Days- UNK/NR
Instrument- 201 Last 90 Days- 240
Multi-Eng - 355

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS DESCENDING TOWARD THE AIRPORT WHEN THE ENGINE LOST POWER. APPLICATION OF CARBURETOR HEAT RESTORED POWER UNTIL NEXT DESCENT. SECOND DESCENT WAS STARTED WITH FULL CARBURETOR HEAT APPLIED AND POWER WAS LOST AGAIN AND COULD NOT BE RESTORED. PILOT MADE OFF-AIRPORT, NIGHT, FORCED LANDING, HIT TREES AND THEN THE GROUND. NO MECHANICAL PROBLEMS FOUND. THERE WAS FUEL IN TANKS AT TIME OF POWER LOSS. WEATHER CONDITIONS WERE CONDUCTIVE TO SEVERE CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 21

1/29/88

TOMBALL, TX

A/C Reg. No. N6614H

Time (Lc1) - 1830 CST

Occurrence #1 LOSS OF ENGINE POWER

Phase of Operation DESCENT

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LIGHT CONDITION - NIGHT

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 96 2/26/88 ALAMO, TX

A/C Reg. No. N4647

Time (Lcl) - 0730 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

DESTROYED
Fire
ON GROUND

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P & W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MID VALLEY
Runway Ident - 13
Runway Lth/Wid - 1900/ 25
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 43
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 5965
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 750

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED A TOTAL LOSS OF ENGINE POWER DURING CLIMB WHEN HE MADE HIS INITIAL POWER REDUCTION. THE POWER LOSS WAS ACCOMPANIED BY A LOUD BANG. A SEVERE POSTACCIDENT GROUND FIRE MELTED A LARGE PORTION OF THE ENGINE. A PARTIAL ENGINE TEARDOWN WAS PERFORMED, HOWEVER, IT FAILED TO REVEAL THE CAUSE OF THE POWER LOSS OR THE LOUD BANG. THE EXAMINATION REVEALED THAT THE CONNECTING RODS, CRANKSHAFT, ETC., REMAINED INTACT. THE GROUND FIRE FOLLOWED A FORCED LNDG AND NOSEOVER.

Brief of Accident (Continued)

File No. - 96

2/26/88

ALAMO, TX

A/C Reg. No. N4647

Time (Lc1) - 0730 CST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 30 3/15/88 TOMBALL, TX

A/C Reg. No. N58332

Time (Lcl) - 1645 CST

-----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	1	0

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - HUGHES 269C

Eng Make/Model - LYCOMING HIO-360-D1A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2150

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 3

Rated Power - 190 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/008 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

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

DAVID WAYNE HOOKS

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - H-269C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 440

Make/Model- 296

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 20

Rotorcraft - 296

Instrument Rating(s) - NONE

-----Narrative-----

AS THE HELICOPTER LIFTED OFF THE PORTABLE LANDING PLATFORM, IT ROLLED TO THE RIGHT AND CONTACTED THE TERRAIN. THE PILOT COULD NOT DETERMINE IF THE SKID WAS CAUGHT ON THE PLATFORM OR IF IT SLID OFF THE SIDE.

Brief of Accident (Continued)

File No. - 30 3/15/88 TOMBALL, TX

A/C Reg. No. N58332

Time (Lcl) - 1645 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT

Occurrence #2 ROLL OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 155 4/02/88 PALACIOS, TX

A/C Reg. No. N8150K

Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - GRUMMAN G-164

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3442

No. of Seats - 1

Eng Make/Model - P&W R-1340

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMPANY

Method - IN PERSON

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 110/004 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

AG STRIP

Runway Ident - UNK/NR

Runway Lth/Wid - 1400/ 100

Runway Surface - GRASS/TURF

Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - G-164

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4100

Make/Model- 250

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- 95

Last 90 Days- 130

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT FOLLOWING A NORMAL LANDING, HE APPLIED TOO MUCH BRAKE, CAUSING THE WHEELS TO LOCK UP. THIS, IN TURN, CAUSED DEAD GRASS AND MUD TO ACCUMULATE IN FRONT OF THE WHEELS. THE ACFT SUBSEQUENTLY FLIPPED OVER AND SLID TO A STOP INVERTED.

Brief of Accident (Continued)

File No. - 155

4/02/88

PALACIOS, TX

A/C Reg. No. N8150K

Time (Lcl) - 1415 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - GRASS

2. TERRAIN CONDITION - WET

3. BRAKES(NORMAL) - EXCESSIVE - 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) 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. - 95 4/03/88 BONHAM, TX A/C Reg. No. N2044E Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
	Fatal	Serious	Minor	None	
Crew	0	0	0	1	
Pass	0	0	0	0	
Other	0	0	0	4	

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 360/002 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

JONES FIELD
Runway Ident - 35
Runway Lth/Wid - 3000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 141
Make/Model- 35
Instrument- 4
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

ONE AIRPLANE WAS TAXIING OUT FOR DEPARTURE AT THE SAME TIME TWO OTHERS WERE LANDING. THE FIRST AIRPLANE LANDED AND DID A 180 ON THE RUNWAY TO TAXI BACK TO THE PARKING AREA. THIS REQUIRED THE SECOND AIRPLANE TO GO-AROUND. THE AIRPLANE TAXIING IN STOPPED ON THE TAXIWAY TO WAIT FOR THE AIRPLANE COMING OUT TO PASS. BOTH AIRPLANES STOPPED AND WAITED FOR THE OTHER TO MOVE. THE OTHER AIRPLANE LANDED AND TAXIED IN AROUND ONE OF THE STOPPED AIRPLANES, AND THEN MADE AN ABRUPT LEFT IN FRONT OF THE OTHER. THE OUTER FOUR FEET OF THE RIGHT WING WAS SEVERED BY THE TURNING PROPELLER OF THE OTHER STOPPED AIRPLANE.

Brief of Accident (Continued)

File No. - 95

4/03/88

BONHAM, TX

A/C Reg. No. N2044E

Time (Lcl) - 1730 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. 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) 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. - 95 4/03/88 BONHAM, TX A/C Reg. No. N7350R Time (Lc1) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - STANDING

Aircraft Damage

MINOR

Fire

NONE

Fatal

Crew 0

Pass 0

Other 0

Injuries

Serious

0

Minor

0

None

1

3

1

-----Aircraft Information-----

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C50
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- 360/002 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
UNK/NR
Destination
ROCKWALL, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

JONES FIELD
Runway Ident - 35
Runway Lth/Wid - 3000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP, CFI
SE LAND, ME LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8610
Make/Model- 471
Instrument- 248
Multi-Eng - 6700
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 222

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ONE AIRPLANE WAS TAXIING OUT FOR DEPARTURE AT THE SAME TIME TWO OTHERS WERE COMING IN TO LAND. THE FIRST AIRPLANE LANDED AND DID A 180 ON THE RUNWAY TO TAXI BACK TO THE PARKING AREA. THIS REQUIRED THE SECOND AIRPLANE TO GO-AROUND. THE AIRPLANE TAXIING IN STOPPED ON THE TAXIWAY TO WAIT FOR THE AIRPLANE COMING OUT TO PASS. BOTH AIRPLANES STOPPED AND WAITED FOR THE OTHER TO MOVE. THE OTHER AIRPLANES LANDED AND TAXIED IN AROUND ONE OF THE STOPPED AIRPLANES, AND THEN MADE A ABRUPT LEFT IN FRONT OF THE OTHER. THE OUTER FOUR FEET OF THE RIGHT WING WAS SEVERED BY THE TURNING PROPELLER OF THE OTHER STOPPED AIRPLANE.

Brief of Accident (Continued)

File No. - 95 4/03/88 BONHAM, TX

A/C Reg. No. N7350R

Time (Lc1) - 1730 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. CLEARANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 154 4/04/88 LA SALLE, TX A/C Reg. No. N4029D Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	0	0	0	1
Accident Occurred During	-LANDING	NONE	0	0	0	0
		Crew				
		Pass				

-----Aircraft Information-----

Make/Model	- HILLER UH-12E	Eng Make/Model	- LYCOMING VO-540-C-2A	ELT Installed/Activated	- NO -N/A
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 305 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 130/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- N/A	Type of Clearance	- N/A
Lowest Ceiling	- 700 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	Total	- 25400
SE LAND,ME LAND	Months Since	Make/Model	- 3000
HELICOPTER	Aircraft Type	Instrument	- 1250
		Multi-Eng	- 8200
		Last 24 Hrs	- 4
		Last 30 Days	- 30
		Last 90 Days	- 78
		Rotorcraft	- 3990

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

ACFT WAS SUBSTANTIALLY DAMAGED DURING AN EMERGENCY AUTOROTATION FOLLOWING AN ENGINE FAILURE WHILE THE ACFT WAS COMPLETING AN AERIAL APPLICATION MANEUVER. ACFT TOUCHED DOWN TAIL LOW AND THE MAIN ROTOR BLADES FLEXED DOWN AND CUT OFF THE TAIL BOOM. INVESTIGATION REVEALED WATER IN THE CARB BOWL, THE ACFT FUEL TANK AND THE REFUELING VEHICLE.

Brief of Accident (Continued)

File No. - 154

4/04/88

LA SALLE, TX

A/C Reg. No. N4029D

Time (Lcl) - 1030 CDT

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. FLUID, FUEL - WATER
3. REFUELING - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AUTOROTATION - PERFORMED -
5. ALTITUDE - INADEQUATE -

----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. - 94 4/11/88 HOUSTON, TX A/C Reg. No. N7116G Time (Lcl) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During		-TAXI				

-----Aircraft Information-----

Make/Model	- CESSNA 172K	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	FULSHEAR, TX	INTERNATIONAL
Wind Dir/Speed	- 310/016 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 430	Last 24 Hrs - 1
SE LAND	Months Since - 5	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - AA-5A	Instrument- UNK/NR	Last 90 Days- 15
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HIGH-WING, TRICYCLE GEAR AIRPLANE WAS TAXIING OUT IN WINDS GUSTING TO 29 KNOTS FROM ABOUT 320 DEGREES. WHILE THE AIRPLANE WAS HEADING 250 DEGREES, IT WAS OVERTURNED TO THE INVERTED POSITION. OWNER'S MANUAL DOES NOT LIST ANY RESTRICTIONS FOR MAXIMUM CROSSWINDS FOR TAXI OPERATION.

Brief of Accident (Continued)

File No. - 94

4/11/88

HOUSTON, TX

A/C Reg. No. N7116G

Time (Lc1) - 1215 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. ACFT/EQUIP, INADEQUATE AIRCRAFT MANUALS - MANUFACTURER
 4. WEATHER CONDITION - CROSSWIND
-

Occurrence #2 NOSE 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

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. - 153 4/11/88 LISSIE, TX

A/C Reg. No. N6620K

Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -POSITIONING

Fire Crew
NONE Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R-1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 240/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

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)
COMMERCIAL
SE LAND, ME LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 7000 Last 24 Hrs - 1
Make/Model- 2000 Last 30 Days- 40
Instrument- 12 Last 90 Days- 120
Multi-Eng - 60

Instrument Rating(s) - NONE

-----Narrative-----

ACFT EXPERIENCED AN ENG FAILURE SHORTLY AFTER T/O FROM A PVT STRIP. ACFT HAD BEEN RECENTLY REFUELED AT THE STRIP. ON TOUCHDOWN, THE ACFT FLIPPED OVER AND SLID TO A STOP. INVESTIGATION REVEALED WATER IN THE ACFT FUEL TANK AND IN THE FUEL SUPPLY TANK.

Brief of Accident (Continued)

File No. - 153

4/11/88

LISSIE, TX

A/C Reg. No. N6620K

Time (Lc1) - 1030 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL

Phase of Operation TAKEOFF - INITIAL CLIMB

1. FLUID, FUEL - WATER

2. REFUELING - IMPROPER - COMPANY MAINTENANCE PSNL

3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 NOSE OVER

Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 152 4/18/88 AZLE, TX A/C Reg. No. N704MF Time (Lcl) - 2230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Injuries	
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	1
Accident Occurred During -LANDING				0	0
					None
					0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL 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	FT WORTH, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - ADF/NDB	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 885
SE LAND, ME LAND	Months Since - 2	Make/Model- 610
	Aircraft Type - B-55	Instrument- 48
		Multi-Eng - 15
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 87

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OPERATOR STATED THE NIGHT INSTRUMENT TRAINING FLIGHT DEPARTED WITH 8.5 GALLONS OF FUEL. ONE HOUR AND THIRTY MINUTES LATER, THE AIRPLANE HIT A TREE DURING FLARE FOR A FORCED LANDING DUE TO ENGINE FAILURE. THE STUDENT STATED THE FUEL GAGE INDICATED ONE FOURTH FULL WHEN THE ENGINE QUIT. AN FAA INSTRUCTOR SAID THERE WERE FUEL SYSTEM DISCONTINUITIES AND NO FUEL IN THE TANKS.

Brief of Accident (Continued)

File No. - 152

4/18/88

AZLE, TX

A/C Reg. No. N704MF

Time (Lc1) - 2230 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CRUISE - NORMAL

1. FLUID, FUEL - EXHAUSTION

2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)

3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND(CFI)

4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. LIGHT CONDITION - DARK NIGHT

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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 151 5/02/88 PIPE CREEK, TX A/C Reg. No. N80799 Time (Lcl) - 1550 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- GLOBE GC-1B	Eng Make/Model	- LYCOMING IO-320-B1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1710	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 065/006 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 3000 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;">BULVERDE, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">FREEDOM SPRING RANCH</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 2150/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 22</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 1153</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>750</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>33</td> <td>Last 90 Days-</td> <td>7</td> </tr> <tr> <td>Multi-Eng -</td> <td>25</td> <td>Rotorcraft -</td> <td>1</td> </tr> </table>	Total	- 1153	Last 24 Hrs	- 1	Make/Model-	750	Last 30 Days-	UNK/NR	Instrument-	33	Last 90 Days-	7	Multi-Eng -	25	Rotorcraft -	1
Total	- 1153	Last 24 Hrs	- 1															
Make/Model-	750	Last 30 Days-	UNK/NR															
Instrument-	33	Last 90 Days-	7															
Multi-Eng -	25	Rotorcraft -	1															

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENGINE STARTED RUNNING ROUGH. THE PILOT SAID HE THOUGHT HE COULD MAKE THE AIRPORT AND TURNED TOWARD IT. JUST SHORT OF THE AIRPORT, THE ENGINE QUIT COMPLETELY. THE PILOT WAS ABLE TO GET TO THE AIRPORT BUT CROSSWAYS TO THE RUNWAY. WHILE ATTEMPTING ALIGNMENT, THE RIGHT WING TIP TOUCHED THE GROUND. THE RIGHT GEAR STRUT FAILED AND THE LEFT GEARBOX BROKE OUT OF THE WING. POST ACCIDENT INVESTIGATION REVEALED A FAILED ENGINE DRIVEN FUEL PUMP.

Brief of Accident (Continued)

File No. - 151

5/02/88

PIPE CREEK, TX

A/C Reg. No. N80799

Time (Lc1) - 1550 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB
1. FUEL SYSTEM,PUMP - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR,MAIN GEAR - COLLAPSED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 173 5/17/88 POWDERLY, TX

A/C Reg. No. N78143

Time (Lcl) - 1916 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

DESTROYED
Fire
ON GROUND

Crew
Pass

Fatal
0
0

Serious
1
0

Minor
0
0

None
0
0

-----Aircraft Information-----

Make/Model - GLOBE GC-1B
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 1710
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-145
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

POWDERLY
Runway Ident - 17
Runway Lth/Wid - 2945/ 38
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45

Biennial Flight Review

Current - NO
Months Since - 30
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 350
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE HAD NOT BEEN FLOWN FOR MORE THAN SEVEN MONTHS. IT DID NOT HAVE A CURRENT ANNUAL INSPECTION. WITNESSES SAID THE PILOT RAN THE ENGINE AND IT RAN ROUGH. THEN HE WASHED THE AIRPLANE, THEN REFUELED, DRAINED THE SUMPS AND RAN THE ENGINE AGAIN AT THE END OF THE RUNWAY. THE AIRPORT MANAGER SAID HE THOUGHT THE PILOT WAS ONLY GOING TO MAKE A HIGH SPEED TAXI BECAUSE THE ENGINE WAS RUNNING SO BAD. THE AIRPLANE LIFTED OFF BUT DID NOT CLIMB. IT HIT A TREE, THEN A HIGH VOLTAGE POWER LINE, THEN THE TERRAIN AND A PORCH OF A HOUSE AND STARTED BURNING. SOME SPARK PLUGS WERE DIRTY AND WATER WAS FOUND IN THE CARBURETOR FLOAT CHAMBER. THE PLASTIC CARBURETOR FLOAT WAS CRACKED OPEN.

Brief of Accident (Continued)

File No. - 173

5/17/88

POWDERLY, TX

A/C Reg. No. N78143

Time (Lcl) - 1916 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLUID, FUEL - WATER
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE -
3. FUEL SYSTEM, CARBURETOR FLOAT - DETERIORATED
4. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
6. ABORT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. OBJECT - TREE(S)
8. OBJECT - WIRE, TRANSMISSION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

Factor(s) relating to this accident is/are finding(s) 2,3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 98 1/02/88 VERNAL,UT

A/C Reg. No. N400AH

Time (Lcl) - 1530 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - HILLER UH-12E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING T1VO-540-A2A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 315 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VERNAL,UT
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 35
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UH-12E

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5450
Make/Model- 5100
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 30
Last 90 Days- UNK/NR
Rotorcraft - 5100

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL PLT AND TWO PASSENGERS WERE SURVEYING A ROAD ROUTE IN MOUNTAINOUS TERRAIN. AT CRUISE, THE PILOT NOTICED A DROP IN MANIFOLD PRESSURE, FOLLOWED BY A LOSS OF OIL PRESSURE. THE PLT REPORTED THAT THE ENGINE QUIT. AN AUTOROTATION TO A SNOW COVERED ROAD RESULTED IN A HARD LANDING. THE MAIN ROTOR BLADES SEVERED THE TAIL BOOM AND THE LANDING SKIDS COLLAPSED. A POST ACCIDENT ENGINE TEAR DOWN REVEALED EVIDENCE CONSISTENT WITH CONNECTING ROD FAILURE. THE NUMBER FIVE ROD BEARING HAD DISINTEGRATED AND THE ROD END CAP HAD BROKEN IN SERVICE. THE DAMAGED ROD END CAP AND CONNECTING ROD WERE EXAMINED FOR FAILURE MODE DETERMINATION. THE METALLURGIST'S FACTUAL REPORT STATES THAT THE ROD SHOWS FRACTURE DETAILS CHARACTERISTICS OF HIGH CYCLE FATIGUE.

Brief of Accident (Continued)

File No. - 98

1/02/88

VERNAL,UT

A/C Reg. No. N400AH

Time (Lc1) - 1530 MST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FATIGUE
2. MAINTENANCE,REBUILD/REMANUFACTURE - POOR - OTHER MAINTENANCE PSNL
3. ENGINE ASSEMBLY,CONNECTING ROD BOLT - STRIPPED THREAD
4. ENGINE ASSEMBLY,CONNECTING ROD CAP - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - INITIATED -

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. ALTITUDE - MISJUDGED - PILOT IN COMMAND
7. FLARE - IMPROPER - PILOT IN COMMAND
8. MISC ROTORCRAFT,TAIL BOOM - SHEARED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 123 1/20/88 DELTA,UT A/C Reg. No. N6372K Time (Lcl) - 1350 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150M	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	DELTA MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 12
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5935/ 85
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 24
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 24
		Last 30 Days- 13
		Instrument- 0
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE ACFT SWERVED TO THE RIGHT INTO A SNOWBANK AND NOSED OVER. THE PLT SAID HE FOUND SNOW PACKED BETWEEN THE LANDING GEAR WHEEL AND WHEEL PANTS RESTRICTING THE WHEEL FROM ROTATING. IN HIS RECOMMENDATION FOR PREVENTION, THE PLT STATED THAT WHEEL PANTS SHOULD BE REMOVED FOR OPERATIONS IN SNOW.

Brief of Accident (Continued)

File No. - 123

1/20/88

DELTA,UT

A/C Reg. No. N6372K

Time (Lc1) - 1350 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,WHEEL - MOVEMENT-RESTRICTED
2. DIRECTIONAL CONTROL - NOT POSSIBLE -
3. MISC EQPT/FURNISHINGS - NOT REMOVED
4. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
5. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 46 1/22/88 DUCHESNE,UT A/C Reg. No. N4897G Time (Lcl) - 1515 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RANGELY,CO
Destination
ROOSEVELT,UT

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

DUCHESNE
Runway Ident - 34
Runway Lth/Wid - 5800/ 60
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 28
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 28
Last 24 Hrs - 2
Make/Model- 28
Last 30 Days- UNK/NR
Instrument- 1
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PERFORMING A CROSS COUNTRY TRAINING FLIGHT. AT HIS FIRST STOP, DURING THE TAKEOFF PORTION OF A TOUCH AND GO LANDING, THE AIRCRAFT SWERVED TO THE LEFT AND STRUCK A THREE FOOT SNOW BANK ON THE LEFT SIDE OF THE RUNWAY. THE PLT REPORTED THAT THE WINDS WERE CALM AND THE RUNWAY WAS SNOW-PACKED.

Brief of Accident (Continued)

File No. - 46

1/22/88

DUCHESNE,UT

A/C Reg. No. N4897G

Time (Lcl) - 1515 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 121 2/18/88 HURRICANE, UT A/C Reg. No. N67515 Time (Lc1) - 1230 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage				Injuries			
		SUBSTANTIAL				Fatal		Serious Minor None	
Type of Operation	- INSTRUCTIONAL	Fire	NONE	Crew	0	0	0	1	
Flight Conducted Under	- 14 CFR 91			Pass	0	0	0	0	
Accident Occurred During	- TAKEOFF								

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 360/020 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ST. GEORGE, UT</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 - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>HURRICANE</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3400/ 45</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 20</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 - 25 Last 24 Hrs - 2</p> <p>Make/Model - 25 Last 30 Days - UNK/NR</p> <p>Instrument - 0 Last 90 Days - 21</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT SAID THAT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS FROM THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE PREPARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO ZERO ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED WITH A FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH AT ABOUT 20 KTS AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 121

2/18/88

HURRICANE,UT

A/C Reg. No. N67515

Time (Lc1) - 1230 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,AIRSPED INDICATOR - INCORRECT
 2. WEATHER CONDITION - TAILWIND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - ABORTED

Finding(s)

3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - ABORTED

Finding(s)

6. OBJECT - FENCE
-

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 146 3/24/88 LOGAN,UT

A/C Reg. No. N9393C

Time (Lcl) - 1545 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 - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 240/020 KTS
Visibility - 3.000 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 2000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - SNOW SHOWER

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLORADO SPRGS,CO

Destination
LOGAN,UT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 620

Make/Model- 140

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS ON A FLIGHT FROM COLORADO SPRINGS TO PORTLAND, OREGON. HE SAID HE PLANNED TO REFUEL IN THE LOGAN/MALAD CITY, IDAHO AREA. AFTER CROSSING A RIDGELINE IN THE MOUNTAINOUS TERRAIN EAST OF LOGAN, THE FLT ENCOUNTERED LOW CEILINGS AND SNOW SHOWERS. UNABLE TO CROSS THE NEXT RIDGELINE IN VISUAL METEOROLOGICAL CONDITIONS, AND HAVING BEEN AIRBORNE FOR NEARLY FIVE HOURS, THE PLT ELECTED TO LAND ON A PAVED HIGHWAY. DURING THE LANDING, ONE OF THE MAIN LANDING GEAR WHEELS RAN OFF THE SIDE OF THE ROADWAY INTO SOFT EARTH AND THEN INTO THE DITCH WHERE THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 146

3/24/88

LOGAN,UT

A/C Reg. No. N9393C

Time (Lc1) - 1545 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - LOW CEILING
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - ROADWAY/HIGHWAY
6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
7. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

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. - 22 1/21/88 DANVILLE, VA A/C Reg. No. N210PE Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING	Crew Pass				

-----Aircraft Information-----

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL TS10-520P	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	DANVILLE, VA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	DANVILLE
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 12000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 489
	Months Since - 10	Make/Model- 89
	Aircraft Type - C-210	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-----

ENGINE POWER LOSS OCCURRED WHEN THE ACFT WAS IN THE TRAFFIC PATTERN. THE PLT MADE A FORCED LANDING IN AN OPEN FIELD ABOUT 2 MILES FROM THE AIRPORT. THE INVESTIGATION DISCLOSED LESS THAN 1 GAL OF FUEL IN THE SELECTED RT TANK.

Brief of Accident (Continued)

File No. - 22

1/21/88

DANVILLE, VA

A/C Reg. No. N210PE

Time (Lc1) - 1330 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL
1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 117 2/28/88 WILLIAMSBURG, VA A/C Reg. No. N115MC Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PERKINS CHRISTEN EAGLE II	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1520	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	NEWPORT NEWS, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 10000 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 - 49	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 850
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-----

WITNESSES SAW THE ACFT PERFORMING AEROBATICS WHICH INCLUDED LOOPS AND ROLLS. THE ACFT WAS CLIMBING IN A LOOP WHEN IT SUDDENLY PITCHED DOWN AND DESCENDED TO THE GROUND. SOME WITNESSES SAID THE ACFT WAS SPINNING AS IT DESCENDED.

Brief of Accident (Continued)

File No. - 117

2/28/88

WILLIAMSBURG,VA

A/C Reg. No. N115MC

Time (Lcl) - UNK/NR

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 119 3/22/88 RIDGEWAY, VA A/C Reg. No. N6360S Time (Lcl) - 1515 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 150G	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 AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PAGE FIELD
Wind Dir/Speed- 090/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000 -UNK/NR
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	TOUCH AND GO	
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)
STUDENT	Current - N/A	Total - 15
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- 2
		Instrument- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

DURING TOUCHDOWN THE ACFT BOUNCED AND THE STUDENT PLT APPLIED POWER TO LEVEL-OFF AND REFLARE. THE LEFT WING THEN ROSE AND THE RIGHT WING CONTACTED THE RWY. THE ACFT BOUNCED BACK AND THE LEFT WING CONTACTED THE RWY. THE NOSE GEAR COLLAPSED AND THE ACFT CAME TO REST ALONG THE LEFT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 119

3/22/88

RIDGEWAY, VA

A/C Reg. No. N6360S

Time (Lc1) - 1515 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - 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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 150 3/22/88 CHATHAM, VA A/C Reg. No. N6587W Time (Lcl) - 1445 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JEFFERSON-WATSON
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 07
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 16	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 32
	Months Since - N/A	Make/Model- 32
	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-----

THE STUDENT PLT WAS PRACTICING TOUCH AND GO LANDINGS WHEN THE ACCIDENT OCCURRED. HE STATED THE ACFT WAS A LITTLE HIGH AND FAST ON FINAL APCH. ON TOUCHDOWN THE ACFT VEERED LEFT AND TRAVELED OFF THE RWY. THE LEFT WING CONTACTED A TREE AND THE ACFT SPUN AROUND HITTING A FENCE AND CAME TO REST.

Brief of Accident (Continued)

File No. - 150

3/22/88

CHATHAM, VA

A/C Reg. No. N6587W

Time (Lcl) - 1445 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - FLARE/TOUCHDOWN

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. OBJECT - TREE(S)
 3. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 134 3/26/88 RICHLANDS, VA A/C Reg. No. N3LD Time (Lcl) - 1130 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	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - DREYER-STARDUSTER SA-300	Eng Make/Model - LYCOMING GQ-435	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		RICHLANDS MUNI
Basic Weather - VMC	ATC/Airspace	Runway Ident - 26
Wind Dir/Speed- 210/010 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 3427/ 44
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 2500 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 248
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 39
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN, DURING THE LANDING ROLL, THE ACFT VEERED SHARPLY TO THE LEFT. THE PLT ATTEMPTED TO CORRECT THIS ACTION BY APPLYING RIGHT RUDDER AND THE ACFT VEERED 45 DEGREES TO THE RIGHT. THE ACFT TRAVELED OFF THE RIGHT SIDE OF THE RWY AND CAME TO REST ON THE EMBANKMENT OF A RIVER WHICH CROSSED UNDER THE RWY. A MALFUNCTION OF THE TAILWHEEL LOCKING MECHANISM WAS DISCOVERED AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 134

3/26/88

RICHLANDS, VA

A/C Reg. No. N3LD

Time (Lcl) - 1130 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL LOCK - INOPERATIVE
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 53 3/29/88 RIDGEWAY, VA A/C Reg. No. N107LH Time (Lc1) - 1500 EST

-----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	0	0	1
Accident Occurred During	-LANDING	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- ROTORWAY RW-145	Eng Make/Model	- ROTORWAY RW-145-2	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	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- 180/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point RIDGEWAY, VA</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 - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>PACE AIRPORT</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 10
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- 3
		Instrument- 0
		Last 90 Days- 5
		Rotorcraft - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ATTEMPTING TO LAND FROM A 2 FOOT HOVER WHEN THE ACCIDENT OCCURRED. HE REPORTED THAT HE OVERCONTROLLED THE HELICOPTER AND A DYNAMIC ROLLOVER RESULTED. A WITNESS REPORTED THE HELICOPTER WAS TRAVELING DOWNWIND WHEN IT BEGAN TO TURN TO THE RIGHT. HE REPORTED THAT THE HELICOPTER TOUCHED DOWN ON BOTH SKIDS, BOUNCED SIDEWAYS AND ROLLED OVER. THE PILOT REPORTED GUSTING WIND BUT DID NOT ESTIMATE THE VELOCITY OF THE GUSTS.

Brief of Accident (Continued)

File No. - 53 3/29/88 RIDGEWAY,VA

A/C Reg. No. N107LH

Time (Lc1) - 1500 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 118 4/03/88 CHESTERFIELD,VA A/C Reg. No. N63632 Time (Lc1) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150M	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	RICHMOND,VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CHESTERFIELD CO.
Wind Dir/Speed- 190/007 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 100
Lowest Sky/Clouds - 7000 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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 28
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 27
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LOST DIRECTIONAL CONTROL OF THE ACFT DURING LANDING ROLL. THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY AND CONTACTED A DITCH. THE LANDING WAS BEING MADE ON RWY 15. WINDS WERE FROM 190 DEGREES AT 7 KNOTS.

Brief of Accident (Continued)

File No. - 118

4/03/88

CHESTERFIELD,VA

A/C Reg. No. N63632

Time (Lc1) - 1330 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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) 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. - 31 1/17/88 EVERETT, WA A/C Reg. No. N2811Q Time (Lcl) - 1038 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

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 - 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- 110/005 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

SNOHOMISH COUNTY
Runway Ident - 16
Runway Lth/Wid - 9010/ 200
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 31
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 33	Last 24 Hrs	- UNK/NR
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT HAD LANDED WITH FULL FLAPS PRIOR TO THE APPLICATION OF FULL POWER FOR TAKEOFF. THE AIRCRAFT VEERED TO THE LEFT SIDE OF THE RUNWAY INTO MUD AND NOSED OVER INVERTED. THE AIRCRAFT'S FLAP INDICATOR HAD BEEN PLACARDED INOPERATIVE BY THE OPERATOR.

Brief of Accident (Continued)

File No. - 31 1/17/88 EVERETT,WA

A/C Reg. No. N2811Q

Time (Lc1) - 1038 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 107 1/19/88 VASHON ISLAND, WA A/C Reg. No. N5328K Time (Lc1) - 1630 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</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 SEATTLE, WA</p> <p>Destination VASHON ISLAND, WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>VASHON ISLAND</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 1940/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 86
SE LAND	Months Since - 6	Make/Model- 6
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL THE PILOT MADE AN INTENTIONAL GROUNDLOOP TO AVOID TREES AT THE END OF THE SHORT, WET, SOD RUNWAY. THE PILOT REPORTED THAT THE USE OF BRAKES WAS INEFFECTIVE. HE STATED THAT HE MADE THE LANDING USING 30 DEGS OF FLAPS AT AN AIRSPEED OF 60 KNOTS. THE RIGHT WING CAUGHT AT DITCH ALONG THE SIDE OF THE RUNWAY DURING THE GROUNDLOOP. ACCORDING TO THE AIRCRAFT MANUFACTURERS SHORT FIELD LANDING PERFORMANCE DATA, THE TOTAL DISTANCE REQUIRED TO MAKE A SHORT FIELD LANDING ON A DRY GRASS RUNWAY WITH 30 DEGS OF FLAPS, POWER OFF, CALM WINDS AND MAXIMUM BRAKING IS 1465 FT.

Brief of Accident (Continued)

File No. - 107

1/19/88

VASHON ISLAND, WA

A/C Reg. No. N5328K

Time (Lcl) - 1630 PST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 4. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 74 1/19/88 PORT ANGELES, WA A/C Reg. No. N9894J Time (Lcl) - 1530 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	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EVERETT, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORT ANGELES, WA	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 165
SE LAND	Months Since - UNK/NR	Make/Model- 59
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE THE PILOT NOTICED A GRADUAL LOSS OF RPM. CARBURETOR HEAT WAS APPLIED BUT THE PILOT STATED THAT HE NOTED NO IMPROVEMENT IN THE ENGINE POWER. THE POWER LOSS CONTINUED TO DETERIORATE SO A LANDING WAS MADE ONTO A ROUGH FIELD WHERE THE NOSE GEAR COLLAPSED DURING THE LANDING ROLL. EXAMINATION OF THE AIRCRAFT AND ENGINE BY A MECHANIC REVEALED THE CARBURETOR HEAT CONTROL JAMMED IN THE COLD POSITION.

Brief of Accident (Continued)

File No. - 74

1/19/88

PORT ANGELES, WA

A/C Reg. No. N9894J

Time (Lcl) - 1530 PST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. CARBURETOR HEAT CONTROL - JAMMED
 2. CARBURETOR HEAT CONTROL - INOPERATIVE
 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 4. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 138 1/24/88 KENNEWICK, WA A/C Reg. No. N3316Z Time (Lcl) - 1120 PST

-----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-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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 - 35.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KENNEWICK, WA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

VISTA FIELD
Runway Ident - 02
Runway Lth/Wid - 3490/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 300
Make/Model- 150
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 35
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 75 FEET AGL A TOTAL LOSS OF POWER OCCURRED. THE PLT LANDED ON THE REMAINING RUNWAY BUT OVERRAN THE RWY, COMING TO REST 200 FT BEYOND THE END. DURING THE OVERRUN, THE NOSE GEAR STRUCK A ROCK AND THE ACFT NOSED OVER. THE AIRCRAFT'S FUEL TANKS CONTAINED AUTOMOTIVE FUEL ALTHOUGH THE AIRCRAFT HAD NO STC FOR THE USE OF AUTOMOTIVE FUEL. THE FUEL WAS EXAMINED AFTER THE ACCIDENT AND WAS ALSO CONTAMINATED WITH WATER AND DIRT. SAMPLES OF FUEL WERE TAKEN FROM THE SUMP DRAINS AND THE GASCOLATOR. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 138

1/24/88

KENNEWICK,WA

A/C Reg. No. N3316Z

Time (Lcl) - 1120 PST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER -
2. FLUID,FUEL GRADE - IMPROPER
3. FLUID,FUEL - WATER
4. FLUID,FUEL - CONTAMINATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #4 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #5 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 39 2/13/88 STEVENS PASS,WA A/C Reg. No. N6642E Time (Lcl) - 1930 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
Accident Occurred During -CLIMB			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL GO-300A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	YAKIMA,WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SNOHOMISH,WA	
Wind Dir/Speed- 270/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 750
SE LAND	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 700
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

PLANNED FLT WAS VFR TRANSIT OF CASCADE MOUNTAINS IN DAYLIGHT. PLT FILED VFR FLT PLAN; WX BRIEF INDICATED VFR. UNFORESEEN DELAYS RESULTED IN ARRIVAL AT PLANNED MOUNTAIN PASS OVER ONE HOUR LATE AND WX NO LONGER VMC. PLT COULD SEE ALTERNATE PASS TO NORTH APPEARED BETTER AND AMENDED FLT PLAN VIA STEVENS PASS DESPITE FSS ADVISORY OF VNR UNDER CLOUDS THROUGH CASCADES. FLT ARRIVED AT STEVENS PASS AFTER DARK; HOWEVER, LIGHTS FOR NIGHT SKIING ILLUMINATED PASS AND FLT PROCEEDED. AFTER BEGINNING DESCENT ALONG HIGHWAY AFTER PASS TRANSIT, PLT SAID HE ENCOUNTERED IMC AND LOST VISUAL REFERENCE WITH KNOWN HIGH TERRAIN ON BOTH SIDES. PLT INITIATED CLIMB BUT MUSHED INTO TREES ON RISING TERRAIN AHEAD.

Brief of Accident (Continued)

File No. - 39

2/13/88

STEVENS PASS,WA

A/C Reg. No. N6642E

Time (Lc1) - 1930 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. IN FLIGHT WEATHER ADVISORIES - DISREGARDED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CLIMB

Finding(s)

5. OBJECT - TREE(S)
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. STALL - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 29 2/13/88 FRIDAY HARBOR, WA A/C Reg. No. N52794 Time (Lcl) - 1400 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -TAXI					

-----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 - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination UNK/NR	Airport Data
Completeness - N/A		FRIDAY HARBOR
Basic Weather - VMC	ATC/Airspace	Runway Ident - UNK/NR
Wind Dir/Speed- 190/007 KTS	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - N/A	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Lowest Ceiling - 15000 FT OVERCAST		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 108
SE LAND	Months Since - 11	Make/Model- 38
	Aircraft Type - UNK/NR	Instrument- 14
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS FOLLOWING TAXI LINE AND FAILED TO NOTE PARKED ACFT LEFT WING INTRUDING INTO TAXI LANE. CONTACT BETWEEN LEFT WING TIPS RESULTED.

Brief of Accident (Continued)

File No. - 29

2/13/88

FRIDAY HARBOR, WA

A/C Reg. No. N52794

Time (Lcl) - 1400 PST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - OTHER PERSON
-

-----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. - 139 2/25/88 YAKIMA,WA A/C Reg. No. N8919C Time (Lcl) - 1545 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - PIPER PA-22-135
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1850
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/007 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

YAKIMA
Runway Ident - 09
Runway Lth/Wid - 7603/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, SE SEA

Age - 51
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1893
Make/Model- UNK/NR
Instrument- 85
Last 24 Hrs - 5
Last 30 Days- 7
Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD JUST PURCHASED THE AIRCRAFT AND WAS PRACTICING TAKEOFFS AND LANDINGS. ON THE FIRST LANDING ATTEMPT, DURING THE GROUND ROLL AFTER TOUCHDOWN, THE PILOT LOST DIRECTIONAL CONTROL AND THE AIRCRAFT GROUND LOOPED.

Brief of Accident (Continued)

File No. - 139

2/25/88

YAKIMA, WA

A/C Reg. No. N8919C

Time (Lcl) - 1545 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. LACK OF FAMILIARITY WITH AIRCRAFT - 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

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. - 68 2/27/88 OTHELLO, WA

A/C Reg. No. N5135T

Time (Lcl) - 1015 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CHAMPION 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CONNELL, WA
Destination
OTHELLO, WA

Airport Proximity
ON AIRPORT

Airport Data

OTHELLO MUNICIPAL
Runway Ident - 25
Runway Lth/Wid - 4090/ 33
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)
STUDENT

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	32	Last 24 Hrs	- UNK/NR
Make/Model-	32		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT ENCOUNTERED GUSTING WINDS AND LOST CONTROL OF THE AIRCRAFT DURING LANDING ROLL. THE AIRCRAFT VEERED TO THE RIGHT OF THE RUNWAY AND STRUCK A PARKED UNOCCUPIED AIRCRAFT.

Brief of Accident (Continued)

File No. - 68

2/27/88

OTHELLO, WA

A/C Reg. No. N5135T

Time (Lcl) - 1015 PST

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. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. WEATHER CONDITION - UNFAVORABLE WIND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 65 3/12/88 ELMA,WA A/C Reg. No. N8374C Time (Lcl) - 1420 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-28R-200	Eng Make/Model	- LYCOMING IO-360-C1C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - 4000 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="text-align: center;">CENTRALIA,WA</p> <p>Destination</p> <p style="text-align: center;">ELMA,WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p>ELMA MUNICIPAL</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 2100/ 30</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1550
SE LAND	Months Since - 12	Make/Model- 240
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL THE PILOT APPLIED TOE BRAKES. THE RIGHT BRAKE PEDAL WENT TO THE FLOOR. THE AIRCRAFT THEN VEERED TO THE LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN ROLLED OVER AN EMBANKMENT, COLLAPSING THE RIGHT MAIN GEAR AND THE NOSE GEAR. THE RIGHT BRAKE DISC WAS FOUND TO HAVE FAILED IN THE AREA OF A WELD. THE BRAKE DISC WAS FOUND TO HAVE BEEN CORRODED. UNEVEN WEAR WAS EVIDENT ON THE DISC. THE BRAKE LININGS WERE FOUND TO HAVE BEEN WORN. 100 HOURS HAD BEEN FLOWN ON THE AIRCRAFT SINCE THE ANNUAL INSPECTION WAS PERFORMED.

Brief of Accident (Continued)

File No. - 65

3/12/88

ELMA, WA

A/C Reg. No. N8374C

Time (Lc1) - 1420 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
3. LANDING GEAR, NORMAL BRAKE SYSTEM - CORRODED
4. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE -

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DOWNHILL
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. TERRAIN CONDITION - DIRT BANK
9. LANDING GEAR, MAIN GEAR - COLLAPSED
10. LANDING GEAR, NOSE GEAR - COLLAPSED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 66 3/17/88 GOLD BAR, WA A/C Reg. No. N4932H Time (Lcl) - 0945 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	2	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-MANEUVERING						

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SNOHOMISH, WA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 300/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 75.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 2990	Last 24 Hrs - 6
SE LAND, ME LAND, SE SEA	Months Since - 8	Make/Model - 2925	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 108	Last 90 Days - 150
		Multi-Eng - 18	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT AND HIS DUAL STUDENT FLEW INTO A CANYON AREA. THE AIRCRAFT WAS ALLOWED TO FLY TOO CLOSE TO RISING TERRAIN WHICH THE AIRCRAFT WAS UNABLE TO OUTCLIMB. DURING A TURN TO REVERSE DIRECTION THE AIRCRAFT COLLIDED WITH TERRAIN. THE CFI STATED THAT THEY COULD HAVE STAYED OUT OF THE CANYON OR GONE IN AT A HIGHER ALT BUT THAT HE HAD BEEN THERE BEFORE UNDER SIMILIAR CIRCUMSTANCES AND CONSIDERED IT SAFE. ON THIS DAY, ACCORDING TO THE STATED REPORT, THE STUDENT PLT HAD TROUBLE HOLDING THE ACFT ON COURSE AND DRIFTED TOWARD RISING TERRAIN.

Brief of Accident (Continued)

File No. - 66

3/17/88

GOLD BAR,WA

A/C Reg. No. N4932H

Time (Lcl) - 0945 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI)
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 142 3/19/88 CASHMERE, WA A/C Reg. No. N9660K Time (Lcl) - 1015 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage

DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - STINSON 108-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2078
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 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 - 30.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RICHLAND, WA
Destination
CASHMERE, WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

CASHMERE
Runway Ident - 07
Runway Lth/Wid - 1800/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - NO
Months Since - 32
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 375
Make/Model- 323
Instrument- 1
Last 24 Hrs - 1
Last 30 Days- 3
Last 90 Days- 11

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT TOUCHED DOWN NEAR MIDFIELD WHILE LANDING ON AN 1800 FT LONG DOWNSLOPING RUNWAY. WHEN THE PILOT RAPIDLY APPLIED THROTTLE FOR GO-AROUND, THE ENGINE FALTERED. HE APPLIED HARD BRAKING TO STOP ON THE RUNWAY AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 142

3/19/88

CASHMERE,WA

A/C Reg. No. N9660K

Time (Lc1) - 1015 PST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. 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) 1,4

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. - 167 3/27/88 ARLINGTON, WA A/C Reg. No. N10442 Time (Lcl) - 1300 PST

-----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 305-A
Landing Gear - FLOAT
Max Gross Wt - 2100
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-470-J
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 20.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ARLINGTON, WA
Destination
KODIAK, AK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

ARLINGTON MUNICIPAL ARPT
Runway Ident - 11
Runway Lth/Wid - 2800/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 24
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1300 Last 24 Hrs - 1
Make/Model- 400 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, AT ABOUT 200 FEET AGL, A TOTAL LOSS OF POWER OCCURRED. A FORCED LANDING WAS MADE ONTO A TURF FIELD NEXT TO THE RUNWAY. DURING LANDING THE AIRCRAFT NOSED OVER INVERTED. THE PILOT STATED TO FAA INSPECTORS THAT THE AIRCRAFT HAD SET OUTSIDE WITH LESS THAN FULL FUEL. THE ACFT ON THE FLOATS HAS A SLIGHTLY NOSE LOW ATTITUDE WHICH PLACES WATER IN THE FUEL TANK AWAY FROM THE DRAIN LOW POINT. THE PLTS RECOMMENDATION FOR PREVENTION IS TO TILT THE FLOAT PLANE TO A FLYING ATTITUDE AND THEN DRAIN THE FUEL. FUEL SAMPLES TAKEN AFTER THE ACC SNOWED 20 PERCENT WATER IN THE RT TANK AND IN THE CARBURETOR. THE PLT STATED THAT RAIN HAD SEEPED INTO THE RT TANK THROUGH THE FILLER CAP.

Brief of Accident (Continued)

File No. - 167

3/27/88

ARLINGTON, WA

A/C Reg. No. N10442

Time (Lc1) - 1300 PST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM, SELECTOR VALVE - INADEQUATE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 165 4/11/88 SAINT JOHN, WA A/C Reg. No. N76JJ Time (Lcl) - 1740 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Crew Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - STEEN SKYBOLT GT-2	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LARMIE FIELD
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 50
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 874
SE LAND, ME LAND	Months Since - 1	Make/Model- 136
	Aircraft Type - PA-30	Instrument- 107
		Multi-Eng - 54
		Last 24 Hrs - 0
		Last 30 Days- 40
		Last 90 Days- 58

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TKOF WITNESSES SAID THE ACFT DID A MANEUVER AT 50-60 FT AGL THAT INVOLVED A STEEP (90 DEGREE) BANKED TURN TO A SNAP ROLL. THE BIWING ACFT WAS CAPABLE OF AEROBATIC FLT AND THE PLT HAD DISCUSSED AEROBATIC ROLL MANEUVERS ON TKOF WITH THE ACFT CO-OWNER. THE CO-OWNER SAID THE ACFT WAS "EASY TO SNAP ROLL." HE THOUGHT THE PLT MIGHT HAVE BEEN TURNING TO AVOID A HOUSE, THEN WAS UNPREPARED TO RECOVER WHEN THE ACFT ROLLED. RECOVERY FROM THE MANEUVER WAS NOT COMPLETED. THE ACFT STRUCK THE GND RIGHT WING FIRST, CARTWHEELED, AND BURNED. THERE WAS NO EVIDENCE OF PHYSICAL IMPAIRMENT, CONTROL MALFUNCTION, OR OBSTRUCTED FLT CONTROLS.

Brief of Accident (Continued)

File No. - 165

4/11/88

SAINT JOHN, WA

A/C Reg. No. N76JJ

Time (Lcl) - 1740 PDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 141 4/28/88 PASCO, WA A/C Reg. No. N2839V Time (Lcl) - 1118 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

-----Aircraft Information-----

Make/Model - BEECH 35

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2550

No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 185 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/005 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - 20000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SPOKANE, WA

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

TRI-CITIES

Runway Ident - 21

Runway Lth/Wid - 7700/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 31

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 325

Make/Model- 275

Instrument- 10

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 14

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LNDG ROLL, NLG AND RMLG COLLAPSED. DURING TOW IN FROM RWY, LNDG GEAR CB WAS NOTED TO BE TRIPPED. CAUSE OF CB ACTIVATION UNK.

Brief of Accident (Continued)

File No. - 141

4/28/88

PASCO, WA

A/C Reg. No. N2839V

Time (Lc1) - 1118 PDT

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED

-----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. - 172 5/15/88 ANACORTES, WA A/C Reg. No. N4723J Time (Lcl) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries				
		SUBSTANTIAL			Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0	2
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	KENMORE, WA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	ANACORTES, WA	SKYLINE SEAPLANE
Wind Dir/Speed	- 005 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- WATER
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- N/A
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 382	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model - 200	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 46	Last 90 Days - 5
		Multi-Eng - 16	Rotorcraft - 89

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER OVERFLYING THE INTENDED SEAPLANE BASE LANDING AREA. THE PILOT, WHO HAD LOGGED ONLY 1 HOUR OF FIXED WING TIME IN THE PREVIOUS 90 DAYS, MISJUDGED THE NECESSARY DOWNWIND LEG LENGTH AND LANDED WITH INSUFFICIENT SURFACE DISTANCE AVAILABLE TO STOP THE AIRCRAFT BEFORE COLLIDING WITH A BREAKWATER.

Brief of Accident (Continued)

File No. - 172

5/15/88

ANACORTES,WA

A/C Reg. No. N4723J

Time (Lcl) - 1630 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 2. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 110 2/26/88 CRIVITZ, WI A/C Reg. No. N9751T Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL		Fatal		Injuries Serious		Minor		None	
Type of Operation	-PERSONAL	Fire	NONE	Crew	0		0		0		1
Flight Conducted Under	-14 CFR 91			Pass	0		0		0		2
Accident Occurred During	-TAKEOFF										

-----Aircraft Information-----

Make/Model	- CESSNA 172A	Eng Make/Model	- CONTINENTAL O-300C	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		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	NEVELN
Wind Dir/Speed	- 220/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 09
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- 2500/ 120
Lowest Ceiling	- 5000 FT BROKEN	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- SOFT
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- UNK/NR	Total
SE LAND	Months Since	- UNK/NR	- 118
	Aircraft Type	- UNK/NR	Make/Model
			- 91
			Instrument
			- 0
			Last 24 Hrs
			- UNK/NR
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT DID NOT ACCELERATE AS ANTICIPATED BY THE PILOT, WHO WAS ATTEMPTING TO TAKEOFF FROM A WET SOD STRIP. THE PILOT ELECTED TO ABORT THE TAKEOFF, HOWEVER WAS UNABLE TO STOP ON THE REMAINING RUNWAY, EXITED THE DEPARTURE END, STRUCK A SNOW BANK AND NOSED OVER.

Brief of Accident (Continued)

File No. - 110

2/26/88

CRIVITZ,WI

A/C Reg. No. N9751T

Time (Lcl) - 1430 CST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. TERRAIN CONDITION - WET
2. TERRAIN CONDITION - SOFT
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 23 1/07/88 ROCK CAMP, WV A/C Reg. No. N14BK Time (Lcl) - 1245 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT	Crew Pass				

-----Aircraft Information-----

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1C5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ROANOKE, VA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	CINCINNATI, OH	Runway Ident - N/A
Wind Dir/Speed- 120/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.5 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 300 FT OBSCURED	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2131
SE LAND	Months Since - 7	Last 24 Hrs - 3
	Aircraft Type - PA-24	Make/Model- 532
		Instrument- 206
		Last 30 Days- UNK/NR
		Last 90 Days- 82

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLIGHT IN IMC THE ENGINE STOPPED WHEN THE PLT TURNED THE CARB HEAT TO CHECK FOR CARB ICE. HE WAS UNABLE TO RESTART THE ENGINE. HE DESCENDED INTO VMC AND TRIED A FORCED LANDING IN AN OPEN FIELD. THE ACFT STRUCK A TREE SHORT OF THE FIELD. THE PLT LOST CONTROL OF THE ACFT AND IT LANDED HARD IN THE OPEN FIELD. EXAM OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION.

Brief of Accident (Continued)

File No. - 23

1/07/88

ROCK CAMP, WV

A/C Reg. No. N14BK

Time (Lcl) - 1245 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 51 3/21/88 FAIRMONT, WV

A/C Reg. No. N6763G

Time (Lcl) - 1735 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WHEELING, WV
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

FAIRMONT
Runway Ident - UNK/NR
Runway Lth/Wid - 2810/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 25
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 49 Last 24 Hrs - 3
Make/Model- 7 Last 30 Days- 3
Instrument- 1 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PLT, THE ACFT CRABBED TO THE LEFT JUST PRIOR TO TOUCHDOWN. UPON TOUCHDOWN, THE ACFT VEERED LEFT AND TRAVELED OFF THE RWY INTO MUDDY GRASS. DESPITE THE PLT'S USE OF BRAKES AND RIGHT RUDDER THE ACFT CONTINUED DOWN AN EMBANKMENT WHERE IT CAME TO REST ON THE NOSE AND RIGHT WING.

Brief of Accident (Continued)

File No. - 51

3/21/88

FAIRMONT, WV

A/C Reg. No. N6763G

Time (Lcl) - 1735 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - WET
4. TERRAIN CONDITION - DOWNHILL

----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. - 45 1/14/88 CASPER,WY A/C Reg. No. N1879P Time (Lcl) - 1244 MST

-----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 -TAXI						

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	GREELEY,CO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WORLAND,WY	NATRONA COUNTY
Wind Dir/Speed- 230/022 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 10600/ 150
Lowest Sky/Clouds - 22000 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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 383
SE LAND	Months Since - 24	Last 24 Hrs - 5
	Aircraft Type - C-172RG	Make/Model- 244
		Last 30 Days- UNK/NR
		Instrument- 13
		Last 90 Days- 71

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL PLT WAS TAXIING AFTER LANDING DURING A FUEL STOP WHILE ON A LONG CROSS COUNTRY FLIGHT. THE PLT LANDED ON RUNWAY 21, A HARD SURFACE RUNWAY, 10,600 FEET LONG BY 150 FEET WIDE. THE WINDS WERE REPORTED FROM 230 DEGREES AT 22 KNOTS, WITH GUSTS TO 31 KNOTS. AFTER TURNING 90 DEGREES LEFT TO LEAVE THE RUNWAY, A STRONG GUST OF WIND LIFTED THE RIGHT WING AND THE AIRCRAFT NOSED OVER. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. NO INJURY WAS SUSTAINED.

Brief of Accident (Continued)

File No. - 45

1/14/88

CASPER, WY

A/C Reg. No. N1879P

Time (Lc1) - 1244 MST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM 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) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 60 2/10/88 CODY, WY

A/C Reg. No. N7468

Time (Lc1) - 1630 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER J3C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85-8F
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 - 30.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CODY, WY
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

CECIL FIELD
Runway Ident - 09
Runway Lth/Wid - 2500/ 75
Runway Surface - DIRT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND
GLIDER

Age - 51

Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - BE-36

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3091	Last 24 Hrs - 1
Make/Model- 515	Last 30 Days- UNK/NR
Instrument- 153	Last 90 Days- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ATTEMPTED LANDING AT A PRIVATE AIRSTRIP WHICH WAS COVERED BY 5-6 INCHES OF DRY POWDERED SNOW, THE ACFT TOUCHED DOWN. IT PITCHED FORWARD AND NOSED OVER. AFTER THE ACFT CAME TO REST, THE PILOT GOT OUT OF THE ACFT, EXAMINED THE LANDING GEAR, AND DISCOVERED THE LANDING WHEELS WERE FROZEN PREVENTING THE WHEELS FROM ROTATING. THE WHEELS HAD FROZEN DURING FLT WITH AN ACCUMULATION OF ICE AND SNOW. PRIOR TO THE FLT THE PLT HAD TAXIIED IN SNOW 6-8 INCHES IN DEPTH, ACCORDING TO THE PLT. DURING THE BEFORE TAKEOFF TAXIING IN SNOW THE PLT SAID HE USED THE BRAKES.

Brief of Accident (Continued)

File No. - 60 2/10/88 CODY,WY

A/C Reg. No. N7468

Time (Lc1) - 1630 MST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. LANDING GEAR,WHEEL - FROZEN
4. LANDING GEAR,WHEEL - MOVEMENT RESTRICTED

-----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. - 195 4/04/88 CHEYENNE,WY A/C Reg. No. N910DS Time (Lcl) - 1945 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 280/025 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

CHEYENNE,WY

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CHEYENNE MUNICIPAL

Runway Ident - 26

Runway Lth/Wid - 9199/ 150

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - ILS-LOCALIZER

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1144

Make/Model- 1

Instrument- 58

Multi-Eng - 20

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 101

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI WAS GIVING A CHECKOUT TO THE PRIVATE PILOT DOCTOR. THE CFI FLIGHT RECORDS SHOWED ONLY ONE HOUR IN THIS MAKE/MODEL. THE FUEL SELECTOR WAS IN THE RIGHT TANK POSITION THROUGHOUT THE FLIGHT. THE PILOT REPORTED THAT THE ENGINE QUIT ON ONE MILE SHORT FINAL FOR RUNWAY 26 AT CHEYENNE, MUNICIPAL. A POST ACCIDENT INSPECTION AND ENGINE RUN FAILED TO REVEAL EVIDENCE OF A MECHANICAL ENGINE PROBLEM. NEITHER PILOT COULD REMEMBER SWITCHING TANKS DURING THE EMERGENCY, OR DURING THE RESTART ATTEMPT. POST INVEST REVEALED THAT THE ACFT LANDED ON A HIWAY. DURING LNDG THE ACFT STRUCK A CURB, A CHAIN LINK FENCE AND A LIGHT POLE. THE ACFT SKIDDED TO A STOP AFTER THE LNDG GEAR COLLAPSED. THE ACFT RT FUEL TANK HAD BEEN RUPTURED BUT ONLY A SMALL AMOUNT OF FUEL SPILLED. THE CREW WAS PRACTICING ILS APPROACHING WHEN THE ENG QUIT.

Brief of Accident (Continued)

File No. - 195

4/04/88

CHEYENNE, WY

A/C Reg. No. N910DS

Time (Lcl) - 1945 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
3. FLUID, FUEL - STARVATION
4. FUEL SUPPLY - INATTENTIVE - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. LIGHT CONDITION - DARK NIGHT

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - FENCE
8. OBJECT - POLE
9. LANDING GEAR, NOSE GEAR - OVERLOAD
10. LANDING GEAR, MAIN GEAR - OVERLOAD
11. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
12. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6,7,8

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