

AAB 89/09

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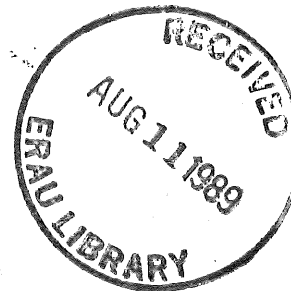


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

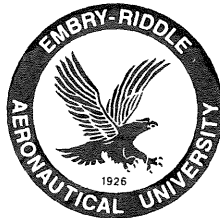
AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 2 OF 1988 ACCIDENTS



NTSB/AAB-89/09

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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 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. <p align="center">File Numbers: 0201 through 0400</p>					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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FOREWORD

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

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

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

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

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

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

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

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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.

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ISSUE NUMBER 2 OF 1988 ACCIDENTS

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
201	1369	022988	ADVANCE, NC	THORP	T-18	MINOR	262
202	29368	021488	ST PETERSBURG, FL	WACO	UPF-7	SERIOUS	94
203	3241K	020988	ORLANDO, FL	HESS	QUICKIE-2	MINOR	92
204	2601C	051288	CHESAPEAKE, VA	PIPER	PA-38-112	SERIOUS	342
205	60789	013188	POMPANO BEACH, FL	TIMM	N2T-1	SERIOUS	88
206	24480	010288	PARKLAND, FL	CESSNA	152	FATAL	78
207	5290G	012788	CHULUOTA, FL	CESSNA	305A	NONE	82
208	9260U	013188	TITUSVILLE, FL	CESSNA	150	NONE	86
209	2769P	013088	SANFORD, FL	SIKORSKY	S-58E	NONE	84
210	28571	013188	CLEARWATER, FL	GRUMMAN	AA-5B	NONE	90
211	93137	021788	LA BELLE, FL	CESSNA	152	NONE	96
212	4812B	052888	LAKEVILLE, MN	CESSNA	152	NONE	236
213	8259V	051888	PORT HEIDEN, AK	PIPER	PA-32-301	NONE	10
214	3125N	060188	EAGLE, AK	DE HAVILLAND	DHC-3	NONE	12
215	4818S	011888	SAN JUAN, PR	PIPER	PA-32-260	NONE	308
216	12659	050688	HOOD RIVER, OR	CESSNA	172M	NONE	302
217	3254Z	031988	ANGEL FIRE, NM	PIPER	PA-22	FATAL	270
218	7224K	051688	WASILLA, AK	PIPER	PA-18	SERIOUS	6
219	6438W	010388	HUNTSVILLE, AL	CESSNA	P210N	SERIOUS	38
220	33SV	040988	SIOUX FALLS, SD	AGUSTA	A109A	NONE	318
221	2987G	062588	BEAVER CREEK, AK	CHAMPION	7ECA	NONE	20
222	9939V	062688	BIG RIVER, AK	CESSNA	180H	NONE	22
223	81725	061288	MISSING ACFT, UN	CHAMPION	7AC	FATAL	334
224	2183F	062188	BLACK LAKE, AK	CESSNA	U206	MINOR	16
225	65928	062888	KENAI, AK	CESSNA	172	MINOR	26

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226	8800C	051688	CHARLOTTE, MI	PIPER	PA-22-135	NONE	222
227	62218	040688	SAUK CENTER, MN	CESSNA	172P	NONE	230
228	8891X	041688	MT. VERNON, IL	CESSNA	182D	NONE	196
229	29935	050388	EDEN PRAIRIE, MN	NORTH AMERIC	AT-6D	NONE	234
230	6433R	043088	WHITTEMORE, MI	PIPER	PA-28-140D	NONE	220
231	5965U	043088	FLUSHING, MI	PIPER	PA28-140D	MINOR	218
232	694ME	031388	BULLHEAD CITY, AZ	PIPER	PA28R-201T	SERIOUS	42
233	1601D	032688	PHOENIX, AZ	AVAIN	MAGNUM IX	MINOR	44
234	47766	032688	COLUMBIA, CA	PIPER	PA-34-200T	NONE	48
235	13788	041588	DEER LODGE, MT	CESSNA	150	FATAL	248
236	3173C	052288	ANNAPOLIS, MD	CESSNA	180	NONE	210
237	82836	061788	REEDVILLE, VA	PIPER	PA-28-181	NONE	344
238	7315N	040288	OLNEY, TX	AIR TRACTOR	AT-502	NONE	328
239	7157Z	062888	SHISMAREF, AK	PIPER	PA-18-150	NONE	28
240	4260H	062188	ANCHORAGE, AK	PIPER	PA-14	NONE	14
241	4741K	030388	INDIANAPOLIS, IN	CESSNA	P210	NONE	202
243	7377Y	022488	JUPITER, FL	PIPER	PA-30	NONE	98
244	66661	022788	LANTANA, FL	CESSNA	150M	MINOR	102
244	69133	022788	LANTANA, FL	CESSNA	152	MINOR	104
245	65532	022988	COLUMBUS, MS	CESSNA	152	MINOR	238
247	713LS	011488	MANKATO, MN	PIPER	PA-28-181	NONE	224
248	5364M	010288	RAVENNA, OH	CESSNA	152	FATAL	288
249	6389	031988	CARSON CITY, NV	PITTS	S-1C	SERIOUS	272
249	3545	031988	CARSON CITY, NV	KITCHEN	NEIUPOORT 2	SERIOUS	274
250	312X	042488	BEND, OR	MAULE	M5-210C	FATAL	298

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251	92PC	041288	SITKA, AK	HUGHES	269C	NONE	4
252	91555	041288	LAKE MEAD, NV	CESSNA	172M	MINOR	276
253	2952C	042888	ELKO, NV	CESSNA	180	NONE	278
254	1453A	061288	KELSO, WA	PIPER	PA-22-135	NONE	364
255	86820	032788	PALMER, WA	BELLANCA	7KCAB	SERIOUS	346
256	62961	061788	OROFINO, ID	CESSNA	172P	MINOR	190
257	53125	050188	MEDFORD, OR	STEARMAN	A-75-N1	MINOR	300
258	49203	061488	BREMERTON, WA	AERONCA	058B	MINOR	366
260	40AZ	010388	TAMPA, FL	CESSNA	172	MINOR	80
262	4927V	033088	DAYTONA BEACH, FL	BELLANCA	17-30	MINOR	130
263	1374B	032788	LOMPOC, CA	LUSCOMBE	8F	NONE	50
264	4663S	030788	MIAMI, FL	SCHLEICHER	K-8B	NONE	108
265	739DQ	032788	KEY WEST, FL	CESSNA	172N	NONE	122
266	22954	032188	PENSACOLA, FL	CESSNA	150H	NONE	116
267	5611Z	031488	DORADO, PR	PIPER	PA-22-108	NONE	310
268	3180B	021488	CROWLEY, TX	CESSNA	170B	NONE	324
269	247JB	022788	ALVIN, TX	BARNETT	DRIFTER XP	SERIOUS	326
270	331LB	050188	FRIENDSWOOD, TX	NEW	RUTAN LONG	MINOR	330
271	1103F	060988	FREDERICK, OK	CESSNA	172G	SERIOUS	294
272	72590	040288	SILVER PLUME, CO	AEROSPATIALE	SA316B	NONE	66
273	9565T	011188	KIOWA, CO	CESSNA	T303	FATAL	64
274	623CH	022188	CONCORD, GA	BEECH	77	NONE	182
276	90669	030788	HIALEAH, FL	ROBINSON	R-22	NONE	106
277	8755F	030988	OPA LOCKA, FL	HUGHES	269-A	MINOR	110
278	22CE	031188	JACKSONVILLE, FL	CESSNA	150M	SERIOUS	112

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279	4781H	031488	FERNANDINA BCH, FL	MOONEY	M-20J	FATAL	114
280	8737W	011688	LITTLEFIELD, TX	PIPER	PA-28-235	NONE	322
281	3645E	033088	ST PETERSBURG, FL	PIPER	PA-60-601P	NONE	128
282	602SP	021388	GALISTEO, NM	CESSNA	T-337H	FATAL	268
283	7935G	051488	OCEAN SHORES, WA	CESSNA	172L	FATAL	356
284	897P	051888	SKWENTNA, AK	PIPER	PA-32-260	FATAL	8
285	98028	030788	NEWBERG, OR	PIPER	J-3	NONE	296
286	20580	053088	LESTER STATE, WA	CESSNA	172M	MINOR	362
287	5660X	051088	LIND, WA	AYRES	S2R THRUSH	NONE	352
288	1701R	051088	MERCER ISLAND, WA	CESSNA	185	NONE	354
289	53042	062788	BARTER ISLAND, AK	CESSNA	185F	NONE	24
290	5630H	062388	BETHEL, AK	PIPER	PA-16	NONE	18
291	7074K	062888	MEDFRA, AK	PIPER	PA-20	NONE	32
292	9892Y	062888	FAIRBANKS, AK	CHAMPION	7GCB	MINOR	30
293	6493V	062988	CLEAR, AK	HELIO COURIE	H-295	NONE	34
294	455Y	061888	AYR, ND	GRUMMAN	G-164	NONE	264
295	8524D	032888	PAYSON, AZ	PIPER	PA-22-150	MINOR	46
296	2655H	032788	WARNER SPRINGS, CA	SCHWEIZER	SGS 2-33A	NONE	52
297	54C	062388	MOUNDSVILLE, WV	SIKORSKY	S-76A	MINOR	378
298	6574J	033188	TORRANCE, CA	PIPER	PA-28-180	SERIOUS	54
299	1480K	022488	MORGANTON, NC	BEECH	185	NONE	260
300	9569P	042588	AKRON, CO	PIPER	PA-25-235	NONE	68
301	8518H	050788	VONA, CO	GRUMMAN	G-164A	NONE	74
302	44759	032688	TERRA CEIA, FL	PIPER	PA-28-151	NONE	118
303	9097L	032788	LA BELLE, FL	CHAMPION	7ECA	NONE	120

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304	8076D	033088	CAPTIVA, FL	PIPER	PA-32-301	NONE	132
305	89224	033188	SAN JUAN, PR	CESSNA	152	NONE	312
306	7961	040188	WAYSIDE, MS	GRUMMAN	G-164A	NONE	240
307	180W	011288	HAILEY, ID	CESSNA	180	FATAL	188
308	40NL	041388	PULLMAN, WA	BEECH	K-35	NONE	348
310	7090A	050988	KENNEWICK, WA	CESSNA	172	NONE	350
311	6251G	051088	YAMHILL, OR	CESSNA	150K	NONE	304
312	488JL	062388	KENT, WA	TERATRON	TIERRA 2	NONE	368
314	5518H	041188	TEMECULA, CA	CESSNA	152	SERIOUS	56
315	6283F	041088	VERO BEACH, FL	CESSNA	172N	SERIOUS	142
316	47966	042588	HIALEAH, FL	PIPER	PA-28-161	NONE	160
317	61027	042488	KISSIMMEE, FL	CESSNA	150J	MINOR	158
318	4830B	041688	OLIVE BRANCH, MS	CESSNA	152	NONE	242
319	714SW	041688	ORLANDO, FL	CESSNA	152	NONE	152
320	5231S	041588	MONTICELLO, FL	PIPER	PA-32-300	NONE	150
321	8841S	041488	HASTINGS, FL	AIR TRACTOR	AT-301	MINOR	148
322	84SC	040988	LAKELAND, FL	CESSNA	140A	NONE	140
323	2185J	040588	MIAMI, FL	CESSNA	T-188C	NONE	138
324	999WC	040388	WINTER HAVEN, FL	GMBH	H101 SALTO	NONE	136
325	30042	032988	MIAMI, FL	SWEARINGEN	SA-227-TT	NONE	124
325	92BL	032988	MIAMI, FL	DOUGLAS	DC-6B	NONE	126
326	722HS	041088	CHAMBLEE, GA	CHRISTEN	EAGLE II	NONE	186
327	2006R	011088	LANCASTER, OH	CESSNA	182G	NONE	290
328	79P	042688	GREAT FALLS, MT	CESSNA	182P	MINOR	250
329	96299	042788	ENGLEWOOD, CO	CESSNA	172Q	NONE	70

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330	21197	021688	MARTINSVILLE, IN	BELL	206B	SERIOUS	200
331	6228U	022488	MINNEAPOLIS, MN	MOONEY	M-20C	NONE	226
332	8209H	053088	LAMPASAS, TX	PIPER	PA-28RT-20	MINOR	332
334	5211E	022488	KISSIMMEE, FL	CESSNA	172N	FATAL	100
335	5188H	040588	GLENNALLEN, AK	PIPER	PA-14	NONE	2
336	53808	022688	WARROAD, MN	BELLANCA	7GCBC	FATAL	228
337	25760	012488	SHEBOYGAN, WI	PIPER	PA-38-112	MINOR	372
338	3003M	010488	FORT WAYNE, IN	PIPER	PA-28-181	MINOR	198
339	15567	031688	EVANSVILLE, IN	PIPER	PA-28-140	MINOR	204
340	3969C	030588	LOWELL, MI	GALLOWAY	XTC	NONE	212
341	7682K	051588	OCEAN SPRINGS, MS	PIPER	PA-20	NONE	246
343	57222	050888	JACKSONVILLE, FL	ROCKWELL	500-S	NONE	164
344	285DP	050588	EVERGLADES CITY, FL	PIPER	PA-28-140	NONE	162
345	6583C	041888	ORLANDO, FL	AEROSTAR	S-60A	SERIOUS	156
346	84DD	041688	LAKELAND, FL	DENNEY	KITFOX	NONE	154
347	20RF	041388	LAKELAND, FL	FISCHER	STAR-LITE	MINOR	146
348	3546Q	070288	SENTINEL BUTTE, ND	CESSNA	188	NONE	266
349	8930A	062888	BRIGHTON, CO	BEECH	C35	NONE	76
350	8073V	030288	RIVERTON, UT	CESSNA	188	SERIOUS	336
351	80269	042588	ALEXANDRIA, IN	CESSNA	172M	NONE	206
352	528MS	041088	MT. PLEASANT, MI	ANDERSON PIT	S-1S	NONE	216
353	734QP	051688	MIAMI, FL	CESSNA	172N	NONE	166
354	6963K	052088	RITZVILLE, WA	GRUMMAN	G-164	NONE	360
355	10317	052188	CARSON CITY, NV	BROWN	1911 BELLA	NONE	280
357	2738R	041688	PINTURA, UT	PIPER	PA-28R-200	FATAL	338

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358	9504S	062588	TALCOTT, WV	CHAMPION	7ECA	SERIOUS	380
359	8567M	052888	RENO, NV	BEECH	B55	NONE	282
360	35181	062888	ELKO, NV	CESSNA	177B	SERIOUS	286
361	4590P	070888	ROCHE HARBOR, WA	CESSNA	152	NONE	370
362	35177	051488	OCEAN SHORES, WA	CESSNA	177B	NONE	358
363	3741P	060388	HAWTHORNE, NV	PIPER	PA-22-150	MINOR	284
364	2886S	071388	ATHOL, ID	CESSNA	150G	NONE	192
365	5759H	031788	TAYLORVILLE, IL	BELL	206L-1	SERIOUS	194
366	67338	042888	LONSDALE, MN	CESSNA	152	FATAL	232
367	9458U	013088	NORWALK, WI	CESSNA	150M	FATAL	374
368	618DP	020888	YOUNGSTOWN, OH	CESSNA	150H	FATAL	292
369	2906X	010288	SPRINGFIELD, KY	CESSNA	177	SERIOUS	208
370	757AS	011288	GREENSBORO, NC	CESSNA	152	NONE	252
371	60362	011588	FAYETTEVILLE, NC	CESSNA	150J	SERIOUS	254
372	117DL	012588	BLOCK ISLAND, RI	BOEING	767-332	SERIOUS	314
375	90379	052288	MIAMI, FL	GLOBE	GC1-B	NONE	170
376	45980	052188	GENEVA, FL	LUSCOMBE	8A	MINOR	168
377	6712C	042988	CAMERON PARK, CA	CHAMPION	7CCM	NONE	58
378	7353R	050288	CENTERVILLE, MS	BEECH	58	NONE	244
379	84PG	040488	ALLEGAN, MI	GRUMMAN	G-164A	NONE	214
380	9265T	021688	GAINESVILLE, GA	PIPER	PA-38-112	NONE	180
381	94533	052088	CONWAY, SC	CESSNA	152	MINOR	316
382	2633W	020788	LIBERTY, NC	MOONEY	M20E	MINOR	256
383	6285E	022288	JACKSON, TN	CESSNA	172	NONE	320
384	1387K	012988	LOXLEY, AL	DAVIS	RV-3	FATAL	40

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386	101JR	011888	AUGUSTA, GA	PIPER	PA-23	SERIOUS	178
387	9HS	070488	MAMMOTH LAKES, CA	CESSNA	320D	FATAL	62
388	8856M	041388	FORT MYERS, FL	BEECH	A-23	SERIOUS	144
389	4057D	052888	WILLISTON, FL	CESSNA	182A	MINOR	172
390	751AM	051188	PRINEVILLE, OR	HUGHES	269C	MINOR	306
391	287W	020188	WHEELING, WV	DASSAULT	DA-20	NONE	376
392	313AC	020688	PETERSBURG, VA	CESSNA	177	MINOR	340
393	5245E	060388	JACKSONVILLE, FL	CESSNA	172N	SERIOUS	174
394	88703	040388	SARASOTA, FL	BOEING	727-224	SERIOUS	134
395	60586	031988	VILLA RICA, GA	CESSNA	,150J	NONE	184
396	46068	063088	TITUSVILLE, FL	CESSNA	152	NONE	176
397	8389Q	042988	ERIE, CO	CESSNA	185F	NONE	72
398	2487D	070988	ANCHORAGE, AK	CESSNA	170B	NONE	36
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FILE ORDER LISTING

ISSUE NUMBER 2

CALENDAR YEAR 1988

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 335 4/05/88 GLENNALLEN, AK A/C Reg. No. N5188H Time (Lcl) - 1100 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
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-14
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1850
No. of Seats - 2

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 - 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
ANCHORAGE, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - PA-14

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

Total	- 991	Last 24 Hrs	- UNK/NR
Make/Model-	658	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	34

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS FLYING UP A FAIRLY WIDE VALLEY CONTAINING A RIDGE THAT HE HAD TO FLY OVER. THE GROUND WAS COMPLETELY WHITE WITH SNOW. THE PILOT NOTICED A HILL DIRECTLY IN FRONT OF THE AIRCRAFT; HE STARTED A TURN AND THE AIRCRAFT STRUCK THE SNOW COVERED HILL.

Brief of Accident (Continued)

File No. - 335

4/05/88

GLENNALLEN, AK

A/C Reg. No. N5188H

Time (Lcl) - 1100 ADT

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. TERRAIN CONDITION - HIGH TERRAIN
-

----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. - 251 4/12/88 SITKA, AK

A/C Reg. No. N92PC

Time (Lcl) - 0610 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -HOVER

SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

Make/Model - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING H10-360-D1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 190 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 - 40.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 50
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 10000	Last 24 Hrs - UNK/NR
Make/Model - UNK/NR	Last 30 Days - UNK/NR
Instrument - UNK/NR	Last 90 Days - UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING SLING OPERATIONS, THE LONG LINE BECAME SEPARATED AND ENTANGLED IN THE TAIL ROTOR AT ABOUT 300 FEET AGL. THE PILOT LANDED THE HELICOPTER ONTO A BEACH AREA WHERE IT ROLLED OVER ONTO ITS LEFT SIDE STRIKING THE MAIN ROTOR. NO ACCIDENT REPORT HAS BEEN FILED BY EITHER THE PILOT OR THE OPERATOR.

Brief of Accident (Continued)

File No. - 251

4/12/88

SITKA, AK

A/C Reg. No. N92PC

Time (Lc1) - 0610 ADT

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

Finding(s)

1. EXTERNAL LOAD SLING/HARNESS - SEPARATION
2. EXTERNAL LOAD SLING/HARNESS - ENTANGLED
3. EXTERNAL LOAD EQUIPMENT - NOT MAINTAINED - COMPANY MAINTENANCE PSNL
4. ROTOR SYSTEM, TAIL ROTOR BLADE - FOREIGN OBJECT DAMAGE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - SOFT

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

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

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. - 218 5/16/88 WASILLA, AK A/C Reg. No. N7224K Time (Lcl) - 1605 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-18
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- 130/010 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 5500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YETNA RIVER, AK
Destination
WASILLA, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WASILLA
Runway Ident - 23
Runway Lth/Wid - 2100/ 90
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 - EXPIRED
Flight Time (Hours)

Total	- 250	Last 24 Hrs - UNK/NR
Make/Model-	150	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT AND PASSENGER WERE MAKING AN APPROACH TO THE WASILLA AIRPORT, WASILLA, AK, WHEN THE ENGINE LOST POWER. THE PILOT MADE A SHARP 180 DEGREE TURN TO TRY AND REACH A PAVED STREET ABOUT 3/4 OF A MILE SHORT OF THE RUNWAY. THE AIRPLANE STALLED AND CRASHED JUST PRIOR TO REACHING THE ROAD. THE ON-SITE INVESTIGATION REVEALED THAT THE FUEL SELECTOR WAS POSITIONED ON AN EMPTY FUEL TANK, ALTHOUGH THE OPPOSITE TANK HAD AMPLE FUEL. AT THE TIME OF THE ACCIDENT, THE PILOT'S CERTIFICATE HAD BEEN SUSPENDED FOR NON-COMPLIANCE WITH BIENNIAL FLIGHT REVIEW AND AIRCRAFT ANNUAL INSPECTION REQUIREMENTS STEMMING FROM A 9/87 ACCIDENT.

Brief of Accident (Continued)

File No. - 218

5/16/88

WASILLA, AK

A/C Reg. No. N7224K

Time (Lc1) - 1605 ADT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. FLUID, FUEL - STARVATION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. INATTENTIVE - PILOT IN COMMAND
5. INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 284 5/18/88 SKWENTNA, AK A/C Reg. No. N897P Time (Lcl) - 0940 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-JAY HAWK AIR INC.	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	2	0	0	0
Accident Occurred During	-CRUISE						

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

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 260 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	ANCHORAGE, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	MCGRATH, AK		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- .500 SM	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	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 3120	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - PA-32	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ON-DEMAND AIR TAXI FLIGHT WITH THE PILOT AND TWO PASSENGERS STRUCK THE ROCK FACE OF A MOUNTAIN AT THE 8600 FOOT LEVEL. ACCORDING TO WITNESSES AT THE TIME OF THE ACCIDENT THE WEATHER CONDITIONS WERE POOR AND VISIBILITY WAS LESS THAN ONE-HALF MILE. THE AIRCRAFT WAS ON A COMPANY VFR FLIGHT PLAN AND NO WEATHER BRIEFING WAS OBTAINED EITHER BY TELEPHONE OR RADIO IN FLIGHT. THE OPERATOR DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 284

5/18/88

SKWENTNA, AK

A/C Reg. No. N897P

Time (Lc1) - 0940 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. ALTITUDE - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH WIND
6. IN FLIGHT WEATHER ADVISORIES - NOT ATTAINED - PILOT IN COMMAND
7. WEATHER CONDITION - LOW CEILING
8. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,8,9

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. - 213 5/18/88 PORT HEIDEN, AK A/C Reg. No. N8259V Time (Lcl) - 1400 ADT

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

Type Operating Certificate	-COMMUTER	Aircraft Damage		Injuries			
Name of Carrier	-PENINSULA AIRWAYS, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
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	3
Accident Occurred During	-TAKEOFF						

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

Make/Model	- PIPER PA-32-301	Eng Make/Model	- LYCOMING IO-540-K1G5	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	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	CINDER RIVER, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	KING SALMON, AK		CINDER RIVER	
Wind Dir/Speed	- CALM			Runway Ident	- UNK/NR
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 3000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model - 3000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 115
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ELECTED TO ABORT THE TAKEOFF OF A HEAVILY LOADED PIPER FROM A SOFT STRIP. HIS DECISION WAS TARDY AND THE AIRPLANE STRUCK A CINDER BANK.

Brief of Accident (Continued)

File No. - 213

5/18/88

PORT HEIDEN, AK

A/C Reg. No. N8259V

Time (Lcl) - 1400 ADT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. TERRAIN CONDITION - SAND BAR
3. AIRCRAFT WEIGHT AND BALANCE - MISJUDGED - PILOT IN COMMAND
4. TERRAIN CONDITION - DIRT BANK
5. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
6. ABORT - DELAYED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 214 6/01/88 EAGLE, AK

A/C Reg. No. N3125N

Time (Lc1) - 1650 ADT

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

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

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

Make/Model	- DE HAVILLAND DHC-3	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 8000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRSTRIP
Method - ACFT RADIO	FAIRBANKS, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	EAGLE, AK	EAGLE
Wind Dir/Speed - 300/010 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 80.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 3500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3450
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model - 188
GLIDER	Aircraft Type - PA-18	Instrument - 0
		Multi-Eng - 5
		Last 24 Hrs - 6
		Last 30 Days - 100
		Last 90 Days - 310

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND A HEAVILY LOADED DE HAVILLAND OTTER (DHC-3) ON A GRAVEL STRIP IN RURAL ALASKA. UPON TOUCHDOWN, THE PILOT REPORTED THAT THE AIRPLANE VEERED SLIGHTLY TO THE RIGHT. HE UNLOCKED THE TAIL WHEEL CENTERING DEVICE AND ATTEMPTED TO CORRECT TO THE LEFT (INTO THE PREVAILING CROSSWIND). THE AIRPLANE CONTINUED TO THE LEFT OUT OF CONTROL AND DOWN A 30-45 DEGREE EMBANKMENT BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 214

6/01/88

EAGLE, AK

A/C Reg. No. N3125N

Time (Lcl) - 1650 ADT

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

Finding(s)

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 240 6/21/88 ANCHORAGE, AK A/C Reg. No. N4260H Time (Lcl) - 1520 ADT

-----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 - PIPER PA-14	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1838	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MERRILL
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
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 - 451
SE LAND	Months Since - 11	Last 24 Hrs - 2
	Aircraft Type - PA-14	Make/Model- 413
		Instrument- 0
		Last 30 Days- 14
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER TOUCHDOWN ON THE RUNWAY A GUST OF WIND HIT THE PLANE PUSHING THE TAIL TO THE RIGHT AND CAUSING THE AIRCRAFT TO GROUND LOOP.

Brief of Accident (Continued)

File No. - 240

6/21/88

ANCHORAGE, AK

A/C Reg. No. N4260H

Time (Lcl) - 1520 ADT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - TAILWIND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - 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) 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. - 224 6/21/88 BLACK LAKE, AK A/C Reg. No. N2183F Time (Lcl) - 2300 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		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 U206	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	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-----

<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- 180/015 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 - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>EUREKA, AK</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>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-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 761
SE LAND, SE SEA	Months Since - 4	Make/Model- 65
	Aircraft Type - C-172	Instrument- 76
		Multi-Eng - 6
		Last 24 Hrs - 15
		Last 30 Days- 45
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED A LANDING AT A MINING STRIP WHICH WAS 1000 FEET LONG. THE PILOT OVERSHOT THE RUNWAY TOUCHDOWN POINT; HE THEN ATTEMPTED A GO-AROUND, LOST CONTROL, AND CRASHED 300 FEET OFF THE DEPARTURE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 224

6/21/88

BLACK LAKE, AK

A/C Reg. No. N2183F

Time (Lcl) - 2300 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 290 6/23/88 BETHEL, AK A/C Reg. No. N5630H Time (Lcl) - 1345 ADT

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

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

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

Make/Model - PIPER PA-16	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 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 AKIAK, AK	Airport Data
Completeness - N/A		BETHEL
Basic Weather - VMC	ATC/Airspace	Runway Ident - 36
Wind Dir/Speed- 280/010 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 6399/ 150
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 700 FT SCATTERED	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Ceiling - 1400 FT OVERCAST		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 276
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - PA-16	Make/Model- 191
		Last 30 Days- 41
		Instrument- 0
		Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE 276 HOUR PRIVATE PILOT ATTEMPTED TO TAKE OFF FROM THE BETHEL AIRPORT, BETHEL, AK., ON RUNWAY 36 IN A LEFT CROSSWIND CONDITION GIVEN BY THE TOWER AS 280 DEGREES AT 10 KNOTS. THE PILOT STATED THAT SHORTLY AFTER THE TAKEOFF ROLL BEGAN, THE LEFT WING LIFTED ABRUPTLY, AND THE AIRPLANE VEERED TOWARDS THE RIGHT EDGE OF THE RUNWAY. HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL AND ELECTED TO REDUCE POWER JUST AS HE BECAME AIRBORNE AND WENT OFF THE RIGHT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 290

6/23/88

BETHEL, AK

A/C Reg. No. N5630H

Time (Lc1) - 1345 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
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. - 221 6/25/88 BEAVER CREEK, AK A/C Reg. No. N2987G Time (Lcl) - 1205 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 - CHAMPION 7ECA	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 118 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FAIRBANKS, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
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)	
PRIVATE	Current - YES	Total - 124	Last 24 Hrs - 0
SE LAND	Months Since - 6	Make/Model- 123	Last 30 Days- 7
	Aircraft Type - PA-14	Instrument- 0	Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT HE MADE A LANDING ON THE GRAVEL BAR. SHORTLY AFTER TOUCHDOWN THE PILOT LOST DIRECTIONAL CONTROL AND GROUND LOOPED. THE ACFT STRUCK A TREE STUMP AND COLLAPSED THE LEFT LNDG GEAR.

Brief of Accident (Continued)

File No. - 221

6/25/88

BEAVER CREEK, AK

A/C Reg. No. N2987G

Time (Lc1) - 1205 ADT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 222 6/26/88 BIG RIVER, AK A/C Reg. No. N9939V Time (Lcl) - 1300 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA 180H
Landing Gear - FLOAT
Max Gross Wt - 3100
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - 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
FINGER LAKE, AK
Destination
BIG RIVER LAKE, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 55
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3000	Last 24 Hrs - 2
Make/Model- 2000	Last 30 Days- 35
Instrument- 0	Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING ON THE LAKE THE AIRCRAFT'S RIGHT FLOAT STRUCK A LOG CAUSING THE AIRCRAFT'S LEFT WING TO STRIKE THE WATER.

Brief of Accident (Continued)

File No. - 222

6/26/88

BIG RIVER, AK

A/C Reg. No. N9939V

Time (Lcl) - 1300 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

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

Finding(s)

2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

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

Brief of Accident

File No. - 289 6/27/88 BARTER ISLAND, AK A/C Reg. No. N53042 Time (Lcl) - 0815 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CANNING AIR SERVICE	SUBSTANTIAL		Fatal	Serious	Minor	None
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	3
Accident Occurred During	-TAKEOFF						

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

Make/Model	- CESSNA 185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3320	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	ARCTIC VILLAGE, AK			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC			
Wind Dir/Speed	- 180/004 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 70.0 SM	Type of Flight Plan	- VFR	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 - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5100	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model - 1100	Last 30 Days - 55
	Aircraft Type - UNK/NR	Instrument - 493	Last 90 Days - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE 5100 HOUR COMMERCIAL PILOT HAD LANDED AT A REMOTE LAKE ON AN AIR TAXI FLIGHT TO PICK UP THREE PASSENGERS. ON THE ENSUING TAKEOFF ATTEMPT, HE ELECTED TO ABORT THE TAKEOFF DUE TO WHAT HE FELT WAS AN INSUFFICIENT AMOUNT OF LAKE REMAINING FOR A SUCCESSFUL TAKEOFF. HE WAS UNABLE TO STOP THE AIRCRAFT BEFORE IT STRUCK THE SHORE LINE. THE AIRPLANE CONTINUED ON TO THE TUNDRA FOR AN ADDITIONAL 80 FEET BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 289

6/27/88

BARTER ISLAND, AK

A/C Reg. No. N53042

Time (Lc1) - 0815 ADT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ABORT - DELAYED - 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. - 225 6/28/88 KENAI, AK A/C Reg. No. N65928 Time (Lcl) - 0745 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1000 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
Destination
HOMER, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1833
Make/Model- 76
Instrument- 280
Multi-Eng - 960
Last 24 Hrs - 1
Last 30 Days- 6
Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS IN A 180 DEGREE TURN WHEN HE ENCOUNTERED IMC CONDITIONS. THE FLIGHT PATH HAD PLACED THE PILOT IN A VALLEY WITH CLOUD SHROUDED HILLS TO THE SIDES. THE AIRCRAFT STRUCK THE SIDE OF A HILL AT 1780 MSL.

Brief of Accident (Continued)

File No. - 225

6/28/88

KENAI, AK

A/C Reg. No. N65928

Time (Lcl) - 0745 ADT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - CLOUDS
3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 239 6/28/88 SHISMAREF,AK A/C Reg. No. N7157Z Time (Lcl) - 1610 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	- PIPER PA-18-150	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 005/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 8000
SE LAND	Months Since - 24	Make/Model- 2000
	Aircraft Type - C-170	Instrument- 500
		Last 24 Hrs - 6
		Last 30 Days- 25
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE DECIDED TO LAND ON THE BEACH DUE TO WEATHER. AFTER TOUCHDOWN ON THE BEACH THE MAIN LANDING GEAR DROPPED INTO AN AREA OF SOFT SAND; THE AIRCRAFT THEN WENT OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 239

6/28/88

SHISMAREF,AK

A/C Reg. No. N7157Z

Time (Lcl) - 1610 ADT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 292 6/28/88 FAIRBANKS, AK A/C Reg. No. N9892Y Time (Lcl) - 2350 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	1
Accident Occurred During	-DESCENT	NONE	Pass 0	0	1	0

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

Make/Model	- CHAMPION 7GCB	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

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

<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- 240/005 KTS</p> <p>Visibility - 60.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">CHENA MARINA</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 70</p> <p style="padding-left: 20px;">Make/Model- 4</p> <p style="padding-left: 20px;">Instrument- 3</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- 4</p> <p style="padding-left: 20px;">Last 90 Days- 4</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE 70 HOUR PRIVATE PILOT WAS ATTEMPTING TO TAKE OFF FROM A PRIVATE TURF AIRSTRIP WITH HER NON-PILOT HUSBAND ONBOARD. AS SHE ADVANCED THE THROTTLE TO THE ONE-HALF OPEN POSITION, THE AIRPLANE VEERED SHARPLY TO THE LEFT. SHE SAID THAT SHE PULLED THE AIRPLANE OFF THE RUNWAY PREMATURELY, BECAME AIRBORNE, BANKED TO THE RIGHT, OVER CORRECTED WITH A LEFT BANK, AND THEN STALLED THE AIRPLANE. THE AIRPLANE PITCHED DOWN AND CRASHED IN ADJACENT SEAPLANE POND. SHE AND HER HUSBAND EXITED THE AIRPLANE WITHOUT ASSISTANCE AND SWAM TO SHORE.

Brief of Accident (Continued)

File No. - 292

6/28/88

FAIRBANKS, AK

A/C Reg. No. N9892Y

Time (Lcl) - 2350 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. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

4. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 5. ANXIETY/APPREHENSION - PILOT IN COMMAND
 6. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

7. TERRAIN CONDITION - WATER, GLASSY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 291 6/28/88 MEDFRA, AK A/C Reg. No. N7074K Time (Lcl) - 2300 ADT

-----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 - PIPER PA-20	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
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 - UNK/NR	Last Departure Point	ON AIRSTIP
Method - UNK/NR	MCGRATH, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MEDFRA, AK	MEDFRA
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2200/ 50
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 102
SE LAND	Months Since - 10	Make/Model- 38
	Aircraft Type - C-152	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- 29
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE 18 YEAR-OLD 100 HOUR PRIVATE PILOT INITIALLY REPORTED THAT THE LEFT WING TIP OF THE PIPER PA-20 HE WAS PILOTING STRUCK BRUSH NEXT TO THE TURF RUNWAY DURING THE LANDING FLARE. HE SAID THAT THE AIRPLANE VEERED TO THE LEFT, OFF THE RUNWAY AND INTO THE DENSE BRUSH. HE LATER DECLARED ON THE ACCIDENT FORM THAT HE SUBMITTED TO THE NTSB THAT THE ACCIDENT OCCURRED WHEN HE WAS TAXIING TO THE TIE DOWN AREA AFTER LANDING, WHEN THE RIGHT MAIN WHEEL STRUCK A CLUMP OF WILLOWS AND SWUNG THE AIRPLANE TO THE RIGHT AND INTO THE BRUSH.

Brief of Accident (Continued)

File No. - 291

6/28/88

MEDFRA,AK

A/C Reg. No. N7074K

Time (Lc1) - 2300 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 293 6/29/88 CLEAR, AK A/C Reg. No. N6493V Time (Lcl) - 1130 ADT

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

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

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

Make/Model - HELIO COURIER H-295	Eng Make/Model - LYCOMING GO-480	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 295 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ROCHESTER LODGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TOTATLANIKA
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 40.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 800/ 50
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8000
SE LAND, ME LAND, SE SEA	Months Since - 1	Last 24 Hrs - 0
	Aircraft Type - PA-18	Make/Model- 55
		Last 30 Days- 0
		Instrument- 60
		Last 90 Days- 0
		Multi-Eng - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIALLY CERTIFICATED 8,000 HOUR PILOT WAS ATTEMPTING TO LAND HIS HELIO COURIER AIRPLANE AT A REMOTE, PRIVATE AIRSTRIP IN ALASKA TO PICK UP A NON-REVENUE PASSENGER. HE REPORTED THAT HE LANDED HARD, AND THAT THE LEFT MAIN GEAR COLLAPSED. HE SAID THAT HIS TOTAL FLIGHT EXPERIENCE IN THIS TYPE AIRCRAFT WAS ONLY 55 HOURS, AND FEELS THAT HIS LACK OF EXPERIENCE IN TYPE WAS CONTRIBUTORY TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 293

6/29/88

CLEAR, AK

A/C Reg. No. N6493V

Time (Lc1) - 1130 ADT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 398 7/09/88 ANCHORAGE, AK A/C Reg. No. N2487D Time (Lcl) - 1415 ADT

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

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

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

Make/Model	- CESSNA 170B	Eng Make/Model	- CONTINENTAL O-300A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

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

<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- VARIABLE</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</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ANCHORAGE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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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 - 43</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 6</p> <p style="padding-left: 20px;">Aircraft Type - C-170</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>- 356</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model-</td> <td>265</td> <td>Last 30 Days-</td> <td>13</td> </tr> <tr> <td>Instrument-</td> <td>3</td> <td>Last 90 Days-</td> <td>33</td> </tr> </table>	Total	- 356	Last 24 Hrs	- 3	Make/Model-	265	Last 30 Days-	13	Instrument-	3	Last 90 Days-	33
Total	- 356	Last 24 Hrs	- 3											
Make/Model-	265	Last 30 Days-	13											
Instrument-	3	Last 90 Days-	33											

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF A CESSNA 170 LOST DIRECTIONAL CONTROL AND GROUND LOOPED WHILE TAXIING FOR TAKE OFF. THE FAA CONTROL TOWER HAD INSTRUCTED THE PILOT TO TAXI BEHIND A TAXIING B-727, AND ISSUED CAUTION: WAKE TURBULENCE. THE IDLE POWER OF THE B-727 CAUSED THE CESSNA 170 PILOT TO LOSE CONTROL. THE LEFT WING OF THE CESSNA WAS LIFTED INTO THE AIR. THE AIRCRAFT CAME TO REST ON ITS NOSE AND LEFT WING.

Brief of Accident (Continued)

File No. - 398

7/09/88

ANCHORAGE, AK

A/C Reg. No. N2487D

Time (Lc1) - 1415 ADT

Occurrence #1 PROPELLER BLAST OR JET EXHAUST/SUCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. UNSAFE/HAZARDOUS CONDITION WARNING - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
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) 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. - 219 1/03/88 HUNTSVILLE,AL A/C Reg. No. N6438W Time (Lcl) - 1635 CST

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

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

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

Make/Model - CESSNA P210N	Eng Make/Model - CONTINENTAL TS10-520-AF	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 - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NAPLES,FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	NASHVILLE,TN	HUNTSVILLE MADISON CO
Wind Dir/Speed- 080/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 1.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT BROKEN	Type Apch/Lndg - ASR	Runway Status - WET
Obstructions to Vision- HAZE	STRAIGHT-IN	
Precipitation - RAIN	FORCED LANDING	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4555
SE LAND	Months Since - 8	Last 24 Hrs - 4
	Aircraft Type - P210N	Make/Model- 1000
		Instrument- 1890
		Last 30 Days- UNK/NR
		Last 90 Days- 70
		Multi-Eng - 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD LANDED AT NAPLES, FL ON DEC 26 FOR A VACATION WITH HIS FAMILY. REPORTEDLY, THE FUEL TANKS WERE TOPPED AT THAT TIME. ON JAN 3 HE FILED AN IFR FLT PLAN FROM NAPLES TO NASHVILLE, TN. HE DID NOT VISUALLY CK THE FUEL IN THE TANKS. NEAR COLUMBUS, GA, HE CHANGED DESTINATIONS TO HUNTSVILLE FOR FUEL. NEAR ANNISTON, HE REQ WEATHER AND FUEL AVAILABILITY INFO. HE ELECTED TO CONTINUE TO HUNTSVILLE. THE ACFT COLLIDED WITH TREES AND THE GROUND ABOUT ONE MILE SHORT OF THE RUNWAY. THREE OCCUPANTS RECEIVED SERIOUS INJURIES AND TWO RECEIVED MINOR INJURIES. ONLY TRACES OF FUEL WERE FOUND.

Brief of Accident (Continued)

File No. - 219

1/03/88

HUNTSVILLE,AL

A/C Reg. No. N6438W

Time (Lc1) - 1635 CST

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

Finding(s).

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. COMPLACENCY - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - TREE(S)
7. WEATHER CONDITION - LOW CEILING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 384 1/29/88 LOXLEY,AL

A/C Reg. No. N1387K

Time (Lcl) - 1330 CST

-----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 -TAKEOFF

Fire
NONE

Crew
Pass

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

Make/Model - DAVIS RV-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1099
No. of Seats - 1

Eng Make/Model - LYCOMING O-320-F2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HART'S PRIVATE STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 2200/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 59

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2600	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS MAKING TOUCH AND GO LANDINGS AT A PRIVATE AIRSTRIP. ON THE THIRD TAKEOFF WITNESSES SAID THE AIRCRAFT CLIMBED STEEPLY AND APPEARED TO ENTER A HAMMERHEAD STALL. THE AIRCRAFT IMPACTED THE GROUND NEAR THE DEPARTURE END OF THE RUNWAY. THE INVESTIGATION FAILED TO DISCLOSE ANY AIRCRAFT SYSTEM MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 384

1/29/88

LOXLEY, AL

A/C Reg. No. N1387K

Time (Lc1) - 1330 CST

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

Finding(s)

1. PROPER CLIMB RATE - EXCEEDED - PILOT IN COMMAND
2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 232 3/13/88 BULLHEAD CITY, AZ A/C Reg. No. N694ME Time (Lcl) - 1345 PST

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

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

Make/Model	- PIPER PA28R-201T	Eng Make/Model	- CONTINENTAL TS10-360-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	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 - UNK/NR</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</p> <p style="padding-left: 20px;">LAKE HAVASU, AZ</p> <p>Destination</p> <p style="padding-left: 20px;">LAS VEGAS, NV</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;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">BULLHEAD CITY</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 5</p> <p style="padding-left: 20px;">Aircraft Type - C-182</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>- 140</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model</td> <td>- 10</td> <td>Last 30 Days</td> <td>- 5</td> </tr> <tr> <td>Instrument</td> <td>- 17</td> <td>Last 90 Days</td> <td>- 10</td> </tr> </table>	Total	- 140	Last 24 Hrs	- 1	Make/Model	- 10	Last 30 Days	- 5	Instrument	- 17	Last 90 Days	- 10
Total	- 140	Last 24 Hrs	- 1											
Make/Model	- 10	Last 30 Days	- 5											
Instrument	- 17	Last 90 Days	- 10											

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENGINE FAILED. DURING THE FORCED LANDING THE AIRCRAFT RAN INTO A ROCK QUARRY. INSPECTION OF THE ENGINE REVEALED THAT THE FUEL INJECTOR LINES WERE LOOSE AND THAT ONE LINE HAD SEPARATED.

Brief of Accident (Continued)

File No. - 232

3/13/88

BULLHEAD CITY, AZ

A/C Reg. No. N694ME

Time (Lc1) - 1345 PST

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

Finding(s)

1. FUEL SYSTEM, INJECTOR - LOOSE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - 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. - 233 3/26/88 PHOENIX,AZ A/C Reg. No. N1601D Time (Lcl) - 0920 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	7	0

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

Make/Model - AVAIN MAGNUM IX
Landing Gear - N/A
Max Gross Wt - 2500
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
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
PHOENIX,AZ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - AX-10

Medical Certificate - NO MEDICAL

	Flight Time (Hours)	
Total	- 137	Last 24 Hrs - 1
Make/Model-	17	Last 30 Days- 23
Instrument-	0	Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLIGHT IN A HOT AIR BALLOON, WHILE DESCENDING, THE DEFLATION LINE MALFUNCTIONED. IT WAS FOUND THAT THE RELEASE PULLEY HAD NO ROLLER AND THE ROPE WAS KNOTTED AND JAMMED IN THE PULLEY. THE VENT COULD NOT BE ACTIVATED IN THIS CONDITION.

Brief of Accident (Continued)

File No. - 233

3/26/88

PHOENIX, AZ

A/C Reg. No. N1601D

Time (Lcl) - 0920 MST

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

Finding(s)

1. BALLOON EQUIPMENT, CONTROL SYSTEM - JAMMED
 2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
-

Occurrence #2 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) 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. - 295 3/28/88 PAYSON,AZ

A/C Reg. No. N8524D

Time (Lc1) - 1910 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/025 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
MESA,AZ
Destination
PAYSON,AZ

Airport Proximity
ON AIRSTRIP

Airport Data

PUMKIN CENTER
Runway Ident - UNK/NR
Runway Lth/Wid - 1800 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review

Current - YES
Months Since - 25
Aircraft Type - PA-23

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 6250	Last 24 Hrs -	2
Make/Model-	50	Last 30 Days-	30
Instrument-	0	Last 90 Days-	50
Multi-Eng -	3250		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT DURING THE LANDING ROLL A DUST DEVIL (WHIRLWIND) PUSHED THE AIRCRAFT OFF THE RUNWAY, COLLIDING WITH THE TERRAIN RESULTING IN SUBSTANTIAL DAMAGE. THE PILOT REPORTED THAT THE WIND VELOCITY WAS 25 KNOTS GUSTING TO 30 AS A QUARTERING CROSSWIND.

Brief of Accident (Continued)

File No. - 295

3/28/88

PAYSON, AZ

A/C Reg. No. N8524D

Time (Lc1) - 1910 MST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - UNAVAILABLE
 4. WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
-

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

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

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. - 234 3/26/88 COLUMBIA,CA A/C Reg. No. N47766 Time (Lcl) - 1815 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	3
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360E	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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAN JOSE,CA	
Method - N/A	Destination COLUMBIA,CA	Airport Data COLUMBIA
Completeness - N/A		Runway Ident - 17
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4060/ 75
Wind Dir/Speed- 320/008 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 60.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 25000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 7200
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - PA-34	Make/Model- 543
		Instrument- 470
		Last 30 Days- UNK/NR
		Last 90 Days- 18
		Multi-Eng - 5000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF A CROSS COUNTRY FLT, ON TOUCHDOWN, THE ACFT BEGAN TO BOUNCE. THE PILOT WAS UNABLE TO STOP THE ACFT BEFORE IT RAN OFF THE END OF THE RWY, WHERE IT CAME TO REST AFTER THE LEFT MAIN GEAR COLLAPSED. A WITNESS SAID THAT THE ACFT LANDED HALF WAY DOWN THE RWY.

Brief of Accident (Continued)

File No. - 234

3/26/88

COLUMBIA,CA

A/C Reg. No. N47766

Time (Lcl) - 1815 PST

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

Finding(s)
1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 263 3/27/88 LOMPOC, CA A/C Reg. No. N1374B Time (Lc1) - 1400 PST

-----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 - LUSCOMBE 8F	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LOMPOC, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LOMPOC
Wind Dir/Speed- 020/020 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 300
SE LAND	Months Since - UNK/NR	Make/Model- 50
	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-----

DURING THE LANDING ROLL WITH A CROSSWIND OF 15-20 KNOTS, THE PILOT LOST CONTROL OF THE AIRCRAFT, COLLIDED WITH THE TERRAIN AND, APPROXIMATELY 200 YARDS OFF THE RUNWAY, THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 263

3/27/88

LOMPOC, CA

A/C Reg. No. N1374B

Time (Lc1) - 1400 PST

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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. - 296 3/27/88 WARNER SPRINGS,CA A/C Reg. No. N2655H Time (Lcl) - 1000 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
					1

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

Make/Model - SCHWEIZER SGS 2-33A	Eng Make/Model - N/A	ELT Installed/Activated - UNK/NR
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1040	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 160/005 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 20000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WARNER SPRINGS,CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>WARNER SPRINGS</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 3500 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>GLIDER</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - NO MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - 675</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL SIGHTSEEING FLIGHT, WHILE ON FINAL APPROACH, THE AIRCRAFT DID NOT HAVE SUFFICIENT LIFT TO ENABLE THE AIRCRAFT TO LAND ON THE RUNWAY. THE AIRCRAFT TOUCHED DOWN 700 FEET SHORT AND 80 FEET LEFT OF THE RUNWAY. DURING THE LANDING ROLL THE AIRCRAFT STRUCK A SMALL SHED. THE PLT DID NOT SUBMIT AN ACC REPORT.

Brief of Accident (Continued)

File No. - 296

3/27/88

WARNER SPRINGS, CA

A/C Reg. No. N2655H

Time (Lc1) - 1000 PST

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

Finding(s)
1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND

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

Finding(s)
4. OBJECT - BUILDING(NONRESIDENTIAL)

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

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

Brief of Accident

File No. - 298 3/31/88 TORRANCE, CA A/C Reg. No. N6574J Time (Lcl) - 1433 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
ON GROUND

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

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

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

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

ELT Installed/Activated - YES/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- 210/007 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
TORRANCE, CA
Destination
COMPTON, CA

Airport Proximity
ON AIRPORT

Airport Data

TORRANCE
Runway Ident - 29
Runway Lth/Wid - 5000/ 150
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - PRECAUTIONARY LANDING

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 565
Last 24 Hrs - UNK/NR
Make/Model- 125
Last 30 Days- 5
Instrument- 40
Last 90 Days- UNK/NR
Multi-Eng - 20

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER TAKEOFF, THE PLT NOTICED THAT THE AIRSPEED INDICATOR WAS INOPERATIVE. THE PLT NOTIFIED THE TOWER THAT HE WAS RETURNING FOR LANDING AND STATED THE PROBLEM. DURING THE TURN FROM BASE TO FINAL APPROACH, THE PILOT OVERSHOT BOTH THE RIGHT AND LEFT RWYS. THE ACFT WAS LANDED TO THE LEFT AND SHORT OF THE RWYS WHERE, DURING THE LANDING ROLL, THE ACFT COLLIDED WITH TWO PARKED VEHICLES. INSPECTION OF THE ACFT REVEALED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS, HOWEVER, DUCT TAPE WAS FOUND WRAPPED AROUND THE PITOT VANE. EXAMINATION OF THE AIRCRAFT LOGBOOKS REVEALED A PITOT/STATIC TEST WAS ACCOMPLISHED JUST PRIOR TO THIS FLIGHT. THE MECHANIC WHO PERFORMED THE TEST STATED THAT HE DID NOT REMOVE THE TAPE.

Brief of Accident (Continued)

File No. - 298

3/31/88

TORRANCE, CA

A/C Reg. No. N6574J

Time (Lcl) - 1433 PST

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

Finding(s)

1. PITOT/STATIC SYSTEM - BLOCKED(TOTAL)
2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

4. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

Finding(s)

7. OBJECT - VEHICLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 314 4/11/88 TEMECULA, CA A/C Reg. No. N5518H Time (Lcl) - 1800 PDT

-----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	0	0	0
Accident Occurred During - GO-AROUND (VFR)					

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BRACKETT, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CARLSBAD, CA	RANCHO CALIFORNIA
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3023/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 72
SE LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - C-152	Make/Model- 60
		Instrument- 6
		Last 30 Days- 13
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH, THE PILOT ENCOUNTERED CROSSWIND CONDITIONS AND WAS UNABLE TO MAINTAIN THE RUNWAY CENTERLINE. THE PILOT ADVANCED THE THROTTLE AND REMEMBERED HEARING THE STALL HORN. THE AIRCRAFT CLEARED A BUILDING BY 10 FEET OFF THE SIDE OF THE RUNWAY AND THEN CRASHED INTO A PARKING LOT STRIKING A PARKED VEHICLE. THE PILOT REPORTED NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRCRAFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 314

4/11/88

TEMECULA, CA

A/C Reg. No. N5518H

Time (Lcl) - 1800 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - VEHICLE

-----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. - 377 4/29/88 CAMERON PARK, CA A/C Reg. No. N6712C Time (Lcl) - 1900 PDT

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

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

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

Make/Model	- CHAMPION 7CCM	Eng Make/Model	- CONTINENTAL C-90-8FJ	ELT Installed/Activated	- YES/NO
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	- 90 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- VARIABLE/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>UNK/NR</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>TOUCH AND GO</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>CAMERON AIRPORT</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 4060/ 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 - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - B-35</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 248</p> <p>Make/Model- 8</p> <p>Instrument- 6</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 8</p> <p>Last 90 Days- 11</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING TOUCH AND GO LANDINGS, THE PILOT REPORTED THAT A WIND FROM BEHIND CAUGHT THE TAIL OF THE AIRCRAFT. THE PILOT OVERCORRECTED AND GROUND LOOPED THE AIRCRAFT. THE AIRCRAFT VEERED OFF THE RUNWAY AND NOSED OVER. THE PILOT REPORTED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRCRAFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 377

4/29/88

CAMERON PARK, CA

A/C Reg. No. N6712C

Time (Lc1) - 1900 PDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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) 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. - 385 6/23/88 BIG BEAR LAKE, CA A/C Reg. No. N170R Time (Lcl) - 1329 PDT

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

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

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

Make/Model - CESSNA 310	Eng Make/Model - CONTINENTAL IO-470-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/015 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 8000 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 CORONA, CA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>BIG BEAR CITY AIRPORT</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 5850/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 51</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - C-310</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 364</p> <p>Make/Model- 96</p> <p>Instrument- 82</p> <p>Multi-Eng - 102</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 2</p> <p>Last 90 Days- 27</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RECENTLY CERTIFICATED MULTIENGINE PILOT AND FRIENDS FLEW TO BIG BEAR AIRPORT FOR LUNCH. THE DENSITY ALTITUDE AT THE AIRPORT WAS ABOUT 8,000 FEET. THE PILOT ENTERED A SOUTH DOWNWIND LEG FOR RUNWAY 07 AT THE AIRPORT FOLLOWING A MOONEY 231. GROUND WITNESSES REPORTED THAT THE AIRPLANE WAS FLYING VERY SLOW WHEN IT WAS ON THE DOWNWIND LEG. WHEN THE AIRPLANE ENTERED THE BASE LEG. IT STALLED AND ENTERED INTO A SPIN. THE AIRPLANE CRASHED IN A NEAR VERTICAL DESCENT ATTITUDE. THE POST CRASH INVESTIGATION REVEALED THAT THE AIRPLANE'S LANDING GEARS AND FLAPS WERE EXTENDED; THE AMOUNT OF FLAP EXTENSION, HOWEVER, COULD NOT BE DETERMINED. THE INVESTIGATION DID NOT DISCLOSE ANY PREEXISTING MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 385

6/23/88

BIG BEAR LAKE, CA

A/C Reg. No. N170R

Time (Lcl) - 1329 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 387 7/04/88 MAMMOTH LAKES, CA A/C Reg. No. N9HS Time (Lcl) - 1652 PDT

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

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

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

Make/Model - CESSNA 320D	Eng Make/Model - CONTINENTAL TS10-520-B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 280 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MAMMOTH LAKES, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TORRANCE, CA	MAMMOTH/JUNE LAKES
Wind Dir/Speed- 270/020 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 100
Lowest Sky/Clouds - 8000 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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1789
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model- 102
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 207
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 2
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXECUTED A LEFT (SOUTH) CROSSWIND DEPARTURE TOWARDS HIGHER TERRAIN AFTER DEPARTING RUNWAY 27; THE PLT WAS FOLLOWING A SLOWER SINGLE ENGINE AIRPLANE THAT HAD PRECEDED HIS DEPARTURE. GROUND WITNESSES REPORTED THAT AS THE AIRPLANE APPROACHED THE HIGHER TERRAIN IT ENTERED INTO A LEFT BANKING TURN. DURING THE TURN THE AIRPLANE'S WINGS OSCILLATED RAPIDLY. THE AIRPLANE STALLED AND CRASHED INTO THE CENTER DIVIDER OF CALIF STATE HWY 395 WHICH IS ADJACENT TO & PARALLELS THE EAST/WEST RUNWAY. THE POST ACCIDENT AIRPLANE/ENGINE EXAMINATION DISCLOSED NO EVIDENCE OF ANY PREEXISTING MALFUNCTIONS OR FAILURES. THE AIRPLANE HAD EXCEEDED ITS MAX GROSS T.O. WEIGHT AND IT WAS NEAR ITS AFT CENTER OF GRAVITY LIMITS. THE PLT HAD COMPLAINED TO HIS DR. ABOUT EPISODES OF FORGETFULNESS AND CONFUSION. THE DR. RECOMMENDED THAT THE PILOT CEASE ANY FLYING ACTIVITIES UNTIL HIS MEDICAL CONDITION WAS DIAGNOSED AND TREATED. THE PLT DID NOT HEED THE DRS. ADVICE.

Brief of Accident (Continued)

File No. - 387

7/04/88

MAMMOTH LAKES, CA

A/C Reg. No. N9HS

Time (Lcl) - 1652 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - INATTENTIVE - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
7. INSTRUCTIONS, WRITTEN/VERBAL - DISREGARDED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 273 1/11/88 KIOWA,CO

A/C Reg. No. N9565T

Time (Lcl) - 2010 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				

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

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

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

Make/Model - CESSNA T303
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5150
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-AE ELT Installed/Activated - YES/NO
Number Engines - 2 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 270/020 KTS
Visibility - .250 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW SHOWER
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ENGLEWOOD,CO
Destination
EL PASO, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

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

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - T303

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4550 Last 24 Hrs - UNK/NR
Make/Model- 42 Last 30 Days- UNK/NR
Instrument- 42 Last 90 Days- UNK/NR
Multi-Eng - 1264

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OBTAINED TWO WX BRIEFINGS AND FILED AN IFR FLT PLAN TO EL PASO, TX. HE WAS NOT INSTRUMENT RATED. THE ACFT DEPARTED APA AT 1959 AND DISAPPEARED FROM RADAR AT 2010. THE CRASH SITE WAS 11- 1/2 MI SE OF THE KIOWA VORTAC AND 36 MI SE OF APA. RADAR SHOWED A 15-MI WIDE BAND OF SNOW SHOWERS SE OF THE KIOWA VORTAC. GROUND WITNESSES REPORTED BLIZZARD CONDITIONS. PLT MEDICAL CERTIFICATE STATED, "NOT VALID FOR NIGHT FLIGHT OR BY COLOR CONTROL." PLT AUTOPSY ALSO DISCLOSED "MYXOMATOUS ALTERATION OF THE MITRAL VALVE, CONSISTENT WITH MITRAL VALVE PROLAPSE (FLOPPY MITRAL VALVE)."

Brief of Accident (Continued)

File No. - 273

1/11/88

KIOWA, CO

A/C Reg. No. N9565T

Time (Lc1) - 2010 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH WIND
6. WEATHER CONDITION - GUSTS
7. WEATHER CONDITION - SNOW
8. WEATHER CONDITION - OBSCURATION
9. WEATHER CONDITION - TURBULENCE

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

Finding(s)

10. SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

11. TERRAIN CONDITION - SNOW COVERED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,10

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 272 4/02/88 SILVER PLUME,CO A/C Reg. No. N72590 Time (Lcl) - 1615 MST

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

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

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

Make/Model	- AEROSPATIALE SA316B	Eng Make/Model	- ARTOUSTE 3B	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4850	Engine Type	- TURBOSHAFT		
No. of Seats	- 3	Rated Power	- 858 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	BRECKENRIDGE,CO			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	DENVER,CO		Runway Ident	- N/A
Wind Dir/Speed	- 180/020 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- DIRT
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total - 4850	Last 24 Hrs - 2
HELICOPTER	Months Since - 2	Make/Model - 42	Last 30 Days - UNK/NR
	Aircraft Type - SA-316B	Instrument - 60	Last 90 Days - 42
			Rotorcraft - 4850

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ON THE DAY OF THE ACCIDENT, N72590 WAS OPERATING AS ST. ANTHONY HOSPITAL'S FLIGHT FOR LIFE HELICOPTER. THE PLT HAD JUST PICKED UP A PATIENT AND WAS EN ROUTE OVER MOUNTAINOUS TERRAIN WHEN A PART FROM THE FLT CONTROL MIXING UNIT FAILED DUE TO FATIGUE. WITHOUT COLLECTIVE CONTROL, THE PLT EXECUTED AN EMERG, RUN-ON LANDING ON A SMALL ROAD. DURING THE RUN-ON LANDING, THE NOSE GEAR AND RIGHT STRUT FAILED. THE ACFT WAS SUBSTANTIALLY DAMAGED, HOWEVER, NO ONE ONBOARD WAS INJURED.

Brief of Accident (Continued)

File No. - 272

4/02/88

SILVER PLUME,CO

A/C Reg. No. N72590

Time (Lc1) - 1615 MST

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL,MIXING UNIT - SEPARATION
2. ROTORCRAFT FLIGHT CONTROL,MIXING UNIT - FATIGUE
3. ROTORCRAFT FLIGHT CONTROL,COLLECTIVE CONTROL - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - INITIATED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR,NOSE GEAR - COLLAPSED
7. LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - COLLAPSED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 300 4/25/88 AKRON, CO A/C Reg. No. N9569P Time (Lcl) - 1425 MDT

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

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

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

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING D-540	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 235 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	WIGGINS, CO		AKRON-WASHINGTON COUNTY	
Wind Dir/Speed	- 200/010 KTS	ATC/Airspace		Runway Ident	- 13
Visibility	- 25.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 1950/ 55
Lowest Sky/Clouds	- CLEAR	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 - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5632	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - 4000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 57	Last 90 Days - UNK/NR
		Multi-Eng - 132	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THE WIND WAS FROM 200 DEGREES AT 10 KTS, AS HE BEGAN HIS TAKEOFF ON RUNWAY 13. WHEN THE AIRCRAFT REACHED 20-30 FEET AGL IT BEGAN TO SINK AND COLLIDED WITH THE GROUND. THE PILOT SAID HE THOUGHT HE ENCOUNTERED A WIND SHEAR OR CHANGE OF WIND DIRECTION WHICH RESULTED IN THE SINK.

Brief of Accident (Continued)

File No. - 300

4/25/88

AKRON, CO

A/C Reg. No. N9569P

Time (Lc1) - 1425 MDT

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 329 4/27/88 ENGLEWOOD, CO A/C Reg. No. N96299 Time (Lcl) - 1951 MDT

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

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

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

Make/Model - CESSNA 172Q	Eng Make/Model - LYCOMING O-360-A4N	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 - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	GOODLAND, KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CENTENNIAL
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4900/ 60
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - 1	Last 24 Hrs - 9
	Aircraft Type - C-172	Make/Model- 24
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT PLANNED TO MAKE A FULL STOP LANDING FOLLOWING A PERSONAL TRANSPORTATION FLIGHT. HE MADE ONE GO-AROUND AND ON THE NEXT LANDING, LOST DIRECTIONAL CONTROL. DURING AN ATTEMPT TO EXECUTE A GO-AROUND, THE FLAPS WERE RETRACTED AFTER LIFTOFF AND BEFORE SAFE ALTITUDE WAS REACHED. THE NOSE DIPPED AND THE ACFT STRUCK A KNOLL, COLLAPSING THE NOSE GEAR. THE ACFT SLID 50 FEET AND CAME TO REST NOSE DOWN. THE PLT HAD LOGGED 90 HOURS OF FLIGHT TIME PRIOR TO THE ACCIDENT. HE HAD FLOWN OVER 9 HOURS ON THE DAY OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 329

4/27/88

ENGLEWOOD, CO

A/C Reg. No. N96299

Time (Lc1) - 1951 MDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
3. FATIGUE (FLIGHT SCHEDULE) - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ABORTED

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE DOWN
Phase of Operation LANDING - ABORTED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 397 4/29/88 ERIE,CO

A/C Reg. No. N83890

Time (Lcl) - 1930 MDT

-----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 Crew Fatal
NONE Pass 0

-----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-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- 030
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TRI-COUNTY
Runway Ident - 33
Runway Lth/Wid - 5400/ 65
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1380 Last 24 Hrs - 1
Make/Model- 132 Last 30 Days- UNK/NR
Instrument- 73 Last 90 Days- 15
Multi-Eng - 16 Rotorcraft - 56

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE COMMERCIAL PLT WAS PRACTICING TOUCH AND GO LANDINGS DURING A LOCAL FLIGHT. DURING LANDING ROLL ON THE LAST LANDING, THE PILOT REACHED DOWN TO RETRACT LANDING FLAPS AND OPENED THE COWL FLAPS. HE THEN BECAME AWARE THAT THE AIRCRAFT WAS TURNING RIGHT. LEFT RUDDER AND BRAKING DID NOT CORRECT THE TURN. THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY AND ENTERED SOFT UNEVEN TERRAIN. THE LEFT MAIN GEAR COLLAPSED AND THE AIRCRAFT NOSED DOWN.

Brief of Accident (Continued)

File No. - 397

4/29/88

ERIE,CO

A/C Reg. No. N8389Q

Time (Lc1) - 1930 MDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
 4. LANDING GEAR,MAIN GEAR - OVERLOAD
-

Occurrence #3 NOSE DOWN
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

Brief of Accident

File No. - 301

5/07/88

VONA, CO

A/C Reg. No. N8518H

Time (Lcl) - 0630 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - GRUMMAN G-164A

Eng Make/Model - P&W R985-AN-1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4450

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 360/018 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

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

PRIVATE STRIP

Runway Ident - 18

Runway Lth/Wid - 2500/ 75

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 33

Biennial Flight Review

Current, - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1036

Make/Model- 317

Instrument- 104

Multi-Eng - 33

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 317

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT SAID THE WIND WAS CALM WHEN HE GOT IN THE AIRCRAFT BEFORE TAKEOFF. HE SAID THAT WHEN THE AIRCRAFT REACHED ABOUT 50 FEET AGL, AFTER TAKEOFF, HE ENCOUNTERED A TAILWIND. THE AIRCRAFT SETTLED AND COLLIDED WITH THE GROUND. THE GROUND WAS SOFT AND THE AIRCRAFT NOSED OVER. THE PILOT SAID THAT UPON EXITING THE AIRCRAFT, THE WIND WAS BLOWING ABOUT 15 KTS AND THERE WAS A TAILWIND FOR THE DIRECTION OF TAKEOFF.

Brief of Accident (Continued)

File No. - 301

5/07/88

VONA, CO

A/C Reg. No. N8518H

Time (Lcl) - 0630 MDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 349 6/28/88 BRIGHTON, CO A/C Reg. No. N8930A Time (Lcl) - 2115 MDT

-----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 -DESCENT - EMERGENCY						

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

Make/Model - BEECH C35	Eng Make/Model - CONTINENTAL E-185-11	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	BENNETT, CO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BROOMFIELD, CO	Runway Ident - N/A
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 140
SE LAND	Months Since - 11	Make/Model- 31
	Aircraft Type - C-152	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF AND WHILE CRUISE FLIGHT, THE ENG LOST PWR. THE FUEL PRESSURE GAUGE INDICATED 0 PSI. THE PLT SWITCHED ON THE ELECTRIC FUEL PUMP. THE ENG DID NOT RESPOND. THE PLT ACTIVATED THE AUXILIARY (WOBBLE) PUMP AND SWITCHED FUEL TANKS. THE ENG STILL DID NOT RESPOND. THE PLT MADE A DISTRESS CALL AND EXECUTED A WHEELS-UP LANDING IN A WHEAT FIELD. POST-ACCIDENT EXAMINATION REVEALED THE LEFT MAIN AND AUXILIARY FUEL TANKS WERE FULL AND THE RIGHT MAIN TANK WAS 3/4-FULL. THERE WAS NO FUEL IN THE CARBURETOR, ENGINE-DRIVEN FUEL PUMP, ELECTRIC FUEL PUMP, OR FUEL LINES. THE WOBBLE PUMP WAS DISASSEMBLED. FUEL WAS EVIDENT ON THE INTAKE SIDE BUT ABSENT ON THE DISCHARGE SIDE. SCRATCHES WERE NOTED ON THE BOTTOM OF THE PUMP PISTON. THE FUEL SELECTOR DISENGAGEMENT WARNING LIGHT WAS BURNED OUT. WHEN THE BULB WAS REPLACED IT ILLUMINATED IMMEDIATELY.

Brief of Accident (Continued)

File No. - 349

6/28/88

BRIGHTON, CO

A/C Reg. No. N8930A

Time (Lc1) - 2115 MDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. FUEL SYSTEM, SELECTOR VALVE - DISENGAGED
 4. ANNUNCIATOR PANEL LIGHTS - INOPERATIVE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - CROP
 6. WHEELS UP 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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 206

1/02/88

PARKLAND, FL

A/C Reg. No. N24480

Time (Lcl) - 0804 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

Crew

Pass

NONE

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 100/005 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FT. LAUDERDALE, FL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 47

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 44 Last 24 Hrs - 1

Make/Model- 42 Last 30 Days- 8

Instrument- 1 Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS SEEN DESCENDING IN A NEAR VERTICAL DIVE AT A HIGH RATE OF SPEED WITH NO ROTATION ALONG THE ROLL AXIS. THE ACFT CRASHED NOSE FIRST INTO A NEWLY PLANTED CORN FIELD. POST CRASH EXAMINATION OF THE ACFT STRUCTURE, FLIGHT CONTROLS, AND ENGINE REVEALED NO EVIDENCE OF PRECRASH MECHANICAL FAILURE OR MALFUNCTION. THE INVESTIGATION REVEALED THAT THE PILOT HAD EXPERIENCED MEDICAL PROBLEMS WITH CANCER; HIS BROTHER HAD DIED FROM CANCER; HIS FATHER HAD DIED THREE MONTHS BEFORE; AND HIS MOTHER-IN-LAW, WHOM HE WAS CLOSE TO, RECENTLY HAD A STROKE. THE PILOT'S WIFE INITIALLY STATED THAT SHE BELIEVED THE PILOT HAD INTENTIONALLY KILLED HIMSELF. THE PILOT WAS ON AN UNSUPERVISED SOLO BUT HAD NOT BEEN CLEARED OUT OF THE TRAFFIC PATTERN. THE ACCIDENT SITE WAS 11 MILES FROM THE AIRPORT. THE MEDICAL EXAMINER RULED THE MANNER OF DEATH AS SUICIDE.

Brief of Accident (Continued)

File No. - 206

1/02/88

PARKLAND, FL

A/C Reg. No. N24480

Time (Lc1) - 0804 EST

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

Finding(s)

1. DESCENT - INTENTIONAL - PILOT IN COMMAND
 2. PULL-UP - NOT PERFORMED - PILOT IN COMMAND
 3. PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
 4. ANXIETY/APPREHENSION - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 260 1/03/88 TAMPA, FL

A/C Reg. No. N40AZ

Time (Lcl) - 1020 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 800 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
VANDENBERG

Runway Ident - 36
Runway Lth/Wid - 3260/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 55

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 246	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER PREFLIGHTING THE ACFT, 30.8 GAL OF FUEL WERE ADDED. NO FURTHER INSP WAS PERFORMED. THE FLT TOOK OFF AFTER AN ENG RUNUP WAS ACCOMPLISHED. NO PROBLEMS WERE NOTED. DURING THE INITIAL CLIMB OF THE FIRST TOUCH-AND-GO LANDING, AT AN ALT OF APRX 75 FT, THE ENG QUIT. WHEN ATTEMPTING TO LAND ON AN ACCESS ROAD, THE PLT LANDED SHORT. AS A RESULT, THE NOSE AND RIGHT MAIN LANDING GEAR SEPARATED. PRIOR TO THE ACCIDENT, THE ACFT SAT OUTSIDE UNCOVERED FOR APRX FIVE WEEKS WITH 6.2 GAL OF FUEL ON BOARD. INSP OF THE ACFT REVEALED THAT THE LT FUEL TANK CONTAINED APRX 1 PINT OF WATER. NO SAMPLE COULD BE OBTAINED FROM THE RT TANK. DRAINING OF THE GASCOLATOR REVEALED THAT IT CONTAINED MOSTLY WATER. ACCORDING TO FAA RECORDS, THE PLT'S MEDICAL CERTIFICATE HAD EXPIRED.

Brief of Accident (Continued)

File No. - 260

1/03/88

TAMPA, FL

A/C Reg. No. N40AZ

Time (Lc1) - 1020 EST

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

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - WATER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. 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) 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. - 207 1/27/88 CHULUOTA, FL A/C Reg. No. N5290G Time (Lcl) - 0715 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BANNER TOW.
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 305A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 213 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FLYING SEMINOLE RANCH
Runway Ident - 11
Runway Lth/Wid - 4000/ 160
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4823	Last 24 Hrs	- 1
Make/Model-	43	Last 30 Days-	UNK/NR
Instrument-	78	Last 90 Days-	6
Multi-Eng	- 4		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED ELECTRIC BOOST PUMP WAS OPERATED LONGER THAN NORMAL DURING POWER OFF GLIDE FOR BANNER PICKUP. AFTER BANNER PICKUP WHEN FULL THROTTLE WAS APPLIED FOR CLIMB THE ENGINE SPUTTERED AND LOST POWER. THE NOSE WAS LOWERED IN PREPARATION FOR A LANDING STRAIGHT AHEAD. ALTITUDE DID NOT PERMIT ENOUGH TIME TO FLARE AND CHECK RATE OF DESCENT PRIOR TO A HARD TOUCHDOWN IN A THREE POINT ATTITUDE.

Brief of Accident (Continued)

File No. - 207

1/27/88

CHULUOTA, FL

A/C Reg. No. N5290G

Time (Lc1) - 0715 EST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - OTHER
2. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 209 1/30/88 SANFORD, FL A/C Reg. No. N2769P Time (Lcl) - 1029 EST

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

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

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

Make/Model	- SIKORSKY S-58E	Eng Make/Model	- WRIGHT R-1820	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 13000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- UNK/NR	Rated Power	- 1200 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	SANFORD
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	Type of Clearance	- UNK/NR
Lowest Ceiling	Type Apch/Lndg	- CONCRETE
Obstructions to Vision		Runway Status
Precipitation		- DRY
Condition of Light		

-----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 - 6115	Last 24 Hrs - 1
HELICOPTER	Months Since - 9	Make/Model - 1	Last 30 Days - 1
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 1
			Rotorcraft - 6085

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS ATTEMPTING TO GIVE HIMSELF A CHECKOUT IN THE HELICOPTER FOR HE BELIEVED THE FEE FOR A CHECK PLT WAS TOO EXPENSIVE. DURING A SECOND ATTEMPT AT HOVER FLT HE POSITIONED HIMSELF WITH A 90 DEGREE, 12 KNOT RIGHT CROSSWIND. AS THE ACFT BECAME LIGHT ON THE WHEELS IT BEGAN ROLLING UNCONTROLLABLY TO THE LEFT. HIS GROUND CREW STATED THAT AT THIS POINT THE MAIN ROTOR BLADES MADE GROUND CONTACT. FULL CYCLIC CONTROL WAS NEEDED TO RIGHT THE ACFT AFTER IT BECAME AIRBORNE HOWEVER THE ACFT CONTINUED TO DRIFT TO THE LEFT. A HARD LANDING WAS MADE TO GET THE ACFT ON THE GROUND UNDER CONTROL AT WHICH TIME THE LEFT MAIN LANDING GEAR FAILED AND THE MAIN ROTOR BLADES AGAIN TOUCHED THE GROUND.

Brief of Accident (Continued)

File No. - 209

1/30/88

SANFORD, FL

A/C Reg. No. N2769P

Time (Lc1) - 1029 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 5. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 6. INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
-

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 208 1/31/88 TITUSVILLE, FL A/C Reg. No. N9260U Time (Lc1) - 1130 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	KISSIMMEE, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TITUSVILLE
Wind Dir/Speed- 130/012 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5001/ 100
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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)
STUDENT	Current - N/A	Total - 39
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model- 39
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT LOST DIRECTIONAL CONTROL WHILE LANDING WITH RIGHT QUARTERING WIND. THE ACFT DEPARTED THE LEFT SIDE OF THE RUNWAY AND THE NOSE GEAR BOGGED DOWN IN SAND. THE NOSE GEAR THEN FAILED AFT AND THE ACFT CAME TO REST ON THE NOSE AND LEFT WING TIP.

Brief of Accident (Continued)

File No. - 208

1/31/88

TITUSVILLE, FL

A/C Reg. No. N9260U

Time (Lcl) - 1130 EST

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

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 205 1/31/88 POMPANO BEACH, FL A/C Reg. No. N60789 Time (Lcl) - 1720 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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 -LANDING					

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

Make/Model - TIMM N2T-1	Eng Make/Model - CONTINENTAL W-670-6A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2725	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 240 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LA BELLE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FORT LAUDERDALE EXECUTIVE
Wind Dir/Speed- 130/012 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3000
SE LAND	Months Since - 19	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 3000
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

PILOT EXPERIENCED COMPLETE LOSS OF ENGINE POWER WHILE ON SHORT FINAL. WHILE MAKING FORCED LANDING ON A CITY STREET THE ACFT COLLIDED WITH A CAR. POST CRASH EXAMINATION OF THE ACFT AND CRASH SITE REVEALED THE ACFT TO CONTAIN APPROX. 3 OUNCES OF FUEL WITH NO EVIDENCE OF LEAKAGE PRIOR TO THE CRASH OR AT THE CRASH SITE. NO MECHANICAL MALFUNCTIONS WERE FOUND WITH THE ENGINE. THE PLT STATED SHE DEPARTED WITH 42 GALLONS OF FUEL. THE PAX STATED THEY FLEW APPROX. 3 HOURS. THE ENGINE IN THIS ACFT BURNS BETWEEN 13.5 AND 14.5 GALLONS PER HOUR ACCORDING TO REPRESENTATIVES OF THE EAA WHO ARE FAMILIAR WITH THE ACFT. THE ACFT'S MECHANICAL FUEL GAUGE HAD BEEN STUCK ON 34 GALLONS. THERE IS NO OTHER METHOD TO CHECK FUEL QUANTITY IN THE ACFT EXCEPT BY THE GAUGE. THE PILOT'S MEDICAL CERTIFICATE EXPIRED 34 MONTHS BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 205

1/31/88

POMPANO BEACH, FL

A/C Reg. No. N60789

Time (Lc1) - 1720 EST

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT
3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION
5. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - VEHICLE

-----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. - 210 1/31/88 CLEARWATER, FL A/C Reg. No. N28571 Time (Lcl) - 1345 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE Crew Pass

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

Make/Model - GRUMMAN AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 130/010 KTS
Visibility - 7.0 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 - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

CLEARWATER
Runway Ident - 15
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 57 Last 24 Hrs - 2
Make/Model- 35 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- 57

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED ACFT STALLED DURING LANDING FLARE RESULTING IN A HARD LANDING. AFTER THE HARD LANDING THE ACFT BOUNCED INTO THE AIR AND VEERED TO THE LEFT. BEFORE A GO-AROUND COULD BE COMPLETED THE ACFT COLLIDED WITH A DIRT MOUND BETWEEN THE RUNWAY AND TAXIWAY CAUSING SEPARATION OF THE RIGHT MAIN GEAR AND FURTHER LOSS OF CONTROL. THE ACFT THEN COLLIDED WITH BUSHES AND A FENCE COMING TO REST. ARPT AUTHORITIES STATED THE DIRT MOUND STRUCK BY THE AIRCRAFT WAS THERE FOR CONSTRUCTION REASONS AND WAS APPROXIMATELY 70 FEET TO THE LEFT OF THE RUNWAY AND WAS 5 FEET HIGH.

Brief of Accident (Continued)

File No. - 210

1/31/88

CLEARWATER, FL

A/C Reg. No. N28571

Time (Lc1) - 1345 EST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. LANDING GEAR, MAIN GEAR ATTACHMENT - BUCKLED

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

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED
6. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 203 2/09/88 ORLANDO, FL A/C Reg. No. N3241K Time (Lcl) - 1700 EST

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

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

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

Make/Model - HESS QUICKIE-2	Eng Make/Model - REVMASER RV-2100-DQ	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 64 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ORLANDO, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FLYING SEMINOLE RANCH
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700 -UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - UNK/NR	Total - 3850
SE LAND,ME LAND,ME SEA	Months Since - UNK/NR	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model - 2
		Instrument - 390
		Multi-Eng - 3550
		Last 30 Days- UNK/NR
		Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT ON THE LANDING ROLLOUT, THE ACFT BEGAN TO VEER LEFT. WHILE HE WAS ATTEMPTING CORRECTION TO THE RIGHT, THE ACFT HIT A BUMP OFF THE RUNWAY, FLIPPED OVER & CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 203

2/09/88

ORLANDO, FL

A/C Reg. No. N3241K

Time (Lc1) - 1700 EST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 202 2/14/88 ST PETERSBURG, FL A/C Reg. No. N29368 Time (Lcl) - 1538 EST

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

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

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

Make/Model - WACO UPF-7	Eng Make/Model - CONTINENTAL W-670-6A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ALBERT-WHITTED
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 150
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1310
SE LAND	Months Since - 22	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 175
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE ON APCH TO LAND, THE ENGINE LOST POWER. DURING AN ATTEMPT TO LAND ON RUNWAY 36 THE ACFT STALLED & NOSED IN FROM AN APPROXIMATE 50 FOOT ALTITUDE. NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MALFUNCTION OF THE ENGINE AS DESCRIBED BY THE PILOT. HOWEVER, CONDITIONS EXISTED FOR CARB ICE AND THE PILOT WAS NOT UTILIZING CARB HEAT.

Brief of Accident (Continued)

File No. - 202

2/14/88

ST PETERSBURG, FL

A/C Reg. No. N29368

Time (Lc1) - 1538 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH

Finding(s)

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

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

Finding(s)

4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
5. 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) 2,3

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. - 211 2/17/88 LA BELLE, FL A/C Reg. No. N93137 Time (Lc1) - 0700 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 - DESCENT			0	0	0
					1
					1

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	MIAMI, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WINTER HAVEN, FL	Runway Ident - N/A
Wind Dir/Speed- 060/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - NO	Total - 502
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 75
	Aircraft Type - UNK/NR	Instrument- 56
		Multi-Eng - 32
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 74

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A PERSONAL FLT, THE PASSENGER REQUESTED THE INSTRUCTOR PLT TO DEMONSTRATE A FORCED LANDING. THE PLT DESCENDED, SET UP FOR A NORMAL LANDING, & WHEN THE ACFT WAS AT AN ALT OF APRX 50- 100 FT, DISCONTINUED THE DESCENT & ADDED POWER FOR CLIMBOUT. AT THAT MOMENT HE OBSERVED A SINGLE UNMARKED WIRE AHEAD. DURING THE DESCENT TO AVOID IT, THE VERTICLE STABILIZER CONTACTED THE WIRE. THE FLT RETURNED TO THE DEPARTURE LOCATION & LANDED WITHOUT FURTHER OCCURRENCE.

Brief of Accident (Continued)

File No. - 211

2/17/88

LA BELLE, FL

A/C Reg. No. N93137

Time (Lc1) - 0700 EST

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

Finding(s)

1. OBJECT - WIRE, STATIC
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. ALTITUDE - DISREGARDED - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

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

Brief of Accident

File No. - 243 2/24/88 JUPITER, FL A/C Reg. No. N7377Y Time (Lcl) - 2230 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-B1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
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- 320/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ORLANDO, FL
Destination
JUPITER, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TAILWINDS
Runway Ident - 09
Runway Lth/Wid - 2700 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-30

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	248
Make/Model-	48
Instrument-	38
Multi-Eng -	48
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE HAD COMPLETED A LDG AWAY FROM HIS HOME BASE WITHOUT THE GEAR DOWN & LOCKED LIGHTS BEING ILLUMINATED. HE STATED THAT HE HAD ASSUMED THE LIGHTS WERE "BURNED OUT". UPON DEPARTURE, HE RETRACTED THE GEAR & FLEW TO HIS HOME AIRPORT. UPON ARRIVAL, HE AGAIN FAILED TO GET ANY GEAR DOWN & LOCKED LIGHT BUT CONTINUED HIS LDG APRCH. THE GEAR COLLAPSED ON TOUCH DOWN & THE ACFT SLID TO A STOP ON ITS BELLY. THE PLT STATED THAT THE LDG GEAR DRIVE MOTOR HAD BEEN BLOWING FUSES WHEN HE ATTEMPTED TO LOWER THE GEAR, BUT IT NEVER OCCURRED TO HIM TO EXTEND THE GEAR BY THE EMERG SYSTEM. THE ACFT WAS LATER RAISED FROM THE RWY & THE GEAR WAS EXTENDED BY THE EMERGENCY SYSTEM. AN EXAM OF THE GEAR MOTOR REVEALED THAT IT HAD BURNED OUT. THE ACFT WAS MANUFG IN 1964 & HAD FLOWN 2376 HRS SINCE THAT TIME. THE LDG MOTOR WAS AN ORIGINAL COMPONENT & HAD NEVER BEEN OVERHAULED. THE PLT STATED THAT IT WAS DUE TO HIS OVERSIGHT THAT HE FAILED TO EXTEND THE GEAR BY THE EMERGENCY SYSTEM.

Brief of Accident (Continued)

File No. - 243

2/24/88

JUPITER, FL

A/C Reg. No. N7377Y

Time (Lc1) - 2230 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL
2. GEAR DOWN AND LOCKED - NOT OBTAINED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - NOT CORRECTED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 334 2/24/88 KISSIMMEE, FL A/C Reg. No. N5211E Time (Lcl) - 1700 EST

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

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

-----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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	KISSIMMEE, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 020/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 900 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3300 FT BROKEN	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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1800
SE LAND	Months Since - 17	Make/Model- 900
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED AT ABOUT 2000 FT SW BOUND & THE SOUND OF THE ENG COULD BE HEARD. THE ACFT WAS NEXT OBSERVED ABOUT A MINUTE LATER INBOUND AT ABOUT 50 FT & ENG SOUND COULD BE HEARD. THE WITNESS HEARD A "POOF" SOUND & THE ACFT WAS OBSERVED INVERTED. THE WITNESS SAID HE DID NOT REPORT THE INCIDENT AS HE OBSERVED SOME MOBILE HOMES IN THE AREA & ASSUMED IF THERE HAD BEEN AN ACCIDENT, THE RESIDENTS WOULD HAVE REPORTED IT. THE WRECKAGE OF THE INVERTED ACFT WAS DISCOVERED IN THE REMOTE AREA THE NEXT MORNING. THE CFI & HIS STUDENT HAD BEEN KILLED ON IMPACT. THE ACFT HAD STRUCK SOME 40 FT PINE TREES WITH THE LEFT WING WHILE ON INITIAL CLIMB FROM A COW PASTURE THEN ROLLED INVERTED. THE TREES ARE ON THE N SIDE OF THE PASTURE & THE WINDS WERE NRTHLY AT THE TIME. THE MOBILE HOMES WERE HUNTING CABINS & WERE VACANT AT THE TIME. THE OWNER OF THE ACFT STATED THE TRNG FLT WAS TO INCLUDE FORCED LDG PRACTICE.

Brief of Accident (Continued)

File No. - 334

2/24/88

KISSIMMEE, FL

A/C Reg. No. N5211E

Time (Lc1) - 1700 EST

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

Finding(s)

1. OBJECT - TREE(S)
 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 3. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
-

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 244 2/27/88 LANTANA, FL A/C Reg. No. N66661 Time (Lcl) - 1015 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -APPROACH

Other

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

Make/Model - CESSNA 150M

Eng Make/Model - CONTINENTAL O-200A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/013 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

PALM BEACH, FL

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

PALM BRANCH COUNTY PARK

Runway Ident - 33

Runway Lth/Wid - 3485/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 69

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4400

Make/Model- 1500

Instrument- 214

Multi-Eng - 279

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT STATED THAT THE STUDENT WAS FLYING THE ACFT, & ON SHORT FINAL APCH, WHEN HE FELT THE COLLISION BETWEEN THE ACFT, HE TOOK OVER FROM THE STUDENT & LANDED STRAIGHT AHEAD ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 244

2/27/88

LANTANA, FL

A/C Reg. No. N66661

Time (Lc1) - 1015 EST

Occurrence #1

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 244 2/27/88 LANTANA, FL A/C Reg. No. N69133 Time (Lc1) - 1015 EST

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

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

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	W. PALM BEACH, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	PALM BEACH COUNTY PARK
Wind Dir/Speed	- 340/013 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 33
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 3485/ 150
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 - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 63	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 63	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE TURNED A LONG FINAL APCH DUE TO OTHER TRAFFIC IN THE PATTERN. HE ONLY SAW ONE OTHER ACFT IN FRONT OF HIM. HE WAS APPROXIMATELY 200 FEET FROM THE END OF THE RUNWAY WHEN HE FELT THE IMPACT AS THE TWO ACFT COLLIDED. HE THEN ATTEMPTED TO GO AROUND, BUT DUE TO THE DAMAGED PROPELLER, HE COULD NOT GET ENOUGH POWER, SO HE LANDED IN FRONT OF THE OTHER ACFT & RAN INTO THE GRASS OFF THE SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 244

2/27/88

LANTANA, FL

A/C Reg. No. N69133

Time (Lcl) - 1015 EST

Occurrence #1

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 276 3/07/88 HIALEAH, FL A/C Reg. No. N90669 Time (Lcl) - 1430 EST

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

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

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

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2C	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 124 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OPA LOCKA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 14830
SE LAND, ME LAND	Months Since - 11	Make/Model- 3
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 21
		Rotorcraft - 14630

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE ATTEMPTING TO LAND IN A FIELD THE PILOT MISJUDGED THE HEIGHT OF THE GRASS. THE FRONT PART OF THE SKIDS BECAME ENTANGLED IN THE 2 FOOT HEIGHT GRASS AND THE AIRCRAFT NOSED OVER. INSTRUCTION WAS NOT TAKING PLACE, HOWEVER, THE SECOND PILOT HAD 75 HOURS IN MAKE AND MODEL AND WAS CURRENT & QUALIFIED FOR HELICOPTER FLIGHT.

Brief of Accident (Continued)

File No. - 276

3/07/88

HIALEAH, FL

A/C Reg. No. N90669

Time (Lc1) - 1430 EST

Occurrence #1 NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

2. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 264 3/07/88 MIAMI, FL

A/C Reg. No. N4663S

Time (Lcl) - 1630 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - SCHLEICHER K-8B
Landing Gear - HULL
Max Gross Wt - 684
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

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

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

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 080/014 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1100 FT SCATTERED
Lowest Ceiling - 5000 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,CFI
SE LAND,ME LAND
GLIDER

Age - 31

Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	-	3518	Last 24 Hrs - 2
Make/Model-	2		Last 30 Days- UNK/NR
Instrument-	0		Last 90 Days- 100
Multi-Eng -	15		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE HAD PLACED THE GLIDER INTO A MILD DIVE & WAS INDICATING 90 TO 95 MPH, WELL BELOW REDLINE SPEED WHEN THE WHOLE SECTION OF THE TRAILING EDGE OF THE WING FROM THE AFT SPAR & WING ROOT OUT TO A DIST OF ABOUT 6 FT, SEPARATED FROM THE ACFT. THE PLT WAS ABLE TO LAND WITHOUT FURTHER INCIDENT. ALTHOUGH MOST OF THE FAILED PIECES FELL FROM THE ACFT & WERE NOT RECOVERED, AN EXAM OF THE WING ROOT RIB REVEALED THAT IT HAD FAILED. THE WING SPOILER ATTACH BRACKET FOR THE SPOILER BELLCRANK IS ATTACHED TO THE FAILED RIB. THE PLT STATED THAT THE SPOILERS FLEW OPEN INADVERTENTLY DURING OR IMMEDIATELY AFTER THE FAILURE OCCURRED. THE REASON FOR THE FAILURE COULD NOT BE DETERMINED. THE ACFT IS CONSTRUCTED ENTIRELY OF WOOD.

Brief of Accident (Continued)

File No. - 264

3/07/88

MIAMI, FL

A/C Reg. No. N4663S

Time (Lcl) - 1630 EST

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

Finding(s)

1. WING, WING RIB - FAILURE, TOTAL
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 277 3/09/88 OPA LOCKA, FL A/C Reg. No. N8755F Time (Lcl) - 0805 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - HUGHES 269-A
Landing Gear - SKID
Max Gross Wt - 1575
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-C2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

OPA LOCKA
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,ME LAND
HELICOPTER

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

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

Total	- 1860	Last 24 Hrs	- 2
Make/Model-	156	Last 30 Days-	2
Instrument-	87	Last 90 Days-	9
Multi-Eng -	360	Rotorcraft -	1020

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

STUDENT PILOT LOST CONTROL OF HELICOPTER DURING AERIAL TAXI. THE HELICOPTER MADE GROUND CONTACT AND ENTERED INTO GROUND RESONANCE. WHEN THE INSTRUCTOR ATTEMPTED TO REGAIN CONTROL OF THE HELICOPTER HE FOUND THE STUDENT FROZEN ON THE CONTROLS PREVENTING HIM FROM REGAINING CONTROL.

Brief of Accident (Continued)

File No. - 277

3/09/88

OPA LOCKA, FL

A/C Reg. No. N8755F

Time (Lcl) - 0805 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAXI - AERIAL

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT

2. CONTROL INTERFERENCE - IMPROPER - DUAL STUDENT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 278 3/11/88 JACKSONVILLE, FL A/C Reg. No. N22CE Time (Lcl) - 1240 EST

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

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

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

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2105	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	JACKSONVILLE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 060/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2805
SE LAND, ME LAND	Months Since - 18	Make/Model- 900
	Aircraft Type - UNK/NR	Instrument- 180
		Multi-Eng - 62
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 295

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE DID NOT VISUALLY CHECK THE FUEL QUANTITY PRIOR TO DEPARTURE ON AN AERIAL PHOTOGRAPHY FLIGHT. ABOUT .9 HOURS AFTER TAKEOFF THE ENGINE FAILED DUE TO FUEL EXHAUSTION. THE PILOT EXECUTED A FORCED LANDING AND THE AIRCRAFT CRASHED. BOTH THE PILOT AND THE PHOTOGRAPHER WERE NOT WEARING THEIR SHOULDER HARNESSSES. REFUELING RECORDS REVEALED THAT THE AIRCRAFT HAD FLOWN TWO PREVIOUS FLIGHTS OF ABOUT 3.1 HOURS PRIOR TO THE ACCIDENT FLIGHT.

Brief of Accident (Continued)

File No. - 278

3/11/88

JACKSONVILLE, FL

A/C Reg. No. N22CE

Time (Lc1) - 1240 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 279 3/14/88 FERNANDINA BCH, FL A/C Reg. No. N4781H Time (Lcl) - 2100 EST

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

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

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

Make/Model - MOONEY M-20J	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/013 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point GULFPORT, MS</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>FERNANDINA BEACH</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 5300/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - 28</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 706</p> <p>Make/Model- 40</p> <p>Instrument- 4</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 14</p> <p>Last 90 Days- 26</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT FLEW A FLIGHT THAT CONSUMED ABOUT 31 GALLONS OF FUEL FROM A 31 GALLON TANK. THE OTHER FUEL TANK STILL HAD 31 GALLONS OF FUEL. THE ENGINE FAILED ON BASE LEG AND THE AIRCRAFT CRASHED IN A WOODED AREA. THE PILOT DID NOT SWITCH THE FUEL SELECTOR TO THE FULLEST TANK AS REQUIRED BY THE BEFORE LANDING CHECKLIST.

Brief of Accident (Continued)

File No. - 279

3/14/88

FERNANDINA BCH,FL

A/C Reg. No. N4781H

Time (Lcl) - 2100 EST

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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 DESCENT - EMERGENCY

Finding(s)

6. 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) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 266

3/21/88

PENSACOLA, FL

A/C Reg. No. N22954

Time (Lcl) - 2330 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	1
Pass	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 - CESSNA 150H
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 - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 240/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
KISSIMMEE, FL
Destination
PENSACOLA, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 23

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1400	Last 24 Hrs	- UNK/NR
Make/Model-	1020	Last 30 Days-	UNK/NR
Instrument-	176	Last 90 Days-	127
Multi-Eng -	36		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE 3.8 HR CROSS COUNTRY FLT WAS UNEVENTFUL, BUT AFTER THE FLT ENTERED THE DOWNWIND LEG OF THE TRAFFIC PATTERN FOR LANDING, THE ENG QUIT DUE TO FUEL EXHAUSTION. DURING THE FORCED LANDING THE ACFT COLLIDED WITH TREES & CAME TO REST.

Brief of Accident (Continued)

File No. - 266

3/21/88

PENSACOLA, FL

A/C Reg. No. N22954

Time (Lc1) - 2330 CST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. 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) 1,3,4

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. - 302 3/26/88 TERRA CEIA, FL A/C Reg. No. N44759 Time (Lcl) - 0739 EST

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

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

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

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 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	ST. PETERSBURG, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KEY WEST, FL	
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WATER-CALM
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 67
SE LAND	Months Since - 3	Make/Model- 67
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A CROSS COUNTRY FLT, THE PLT ELECTED TO RETURN TO THE DEPARTURE POINT DUE TO "BAD WEATHER." HE LATER ADVISED TOWER PERSONNEL WHEN THE FLT WAS 10 MILES SOUTH, INBOUND FOR LANDING. THE PLT WAS GIVEN LANDING INFORMATION AFTER WHICH HE REPORTED A LOSS OF RPM WHICH HE WAS UNABLE TO CORRECT. THE PLT DITCHED THE ACFT BUT WAS PICKED UP BY A COAST GUARD VESSEL. VMC PREVAILED AT THE TIME OF THE ACCIDENT BUT THE VISIBILITY WAS REDUCED TO 5 MILES BECAUSE OF HAZE & FOG. THE TEMPERATURE/DEWPOINT SPREAD WAS 67/66 DEGREES FAHRENHEIT, RESPECTIVELY. ACCORDING TO AN ADVISORY CIRCULAR IF THE TEMPERATURE IS BETWEEN 20 & 70 DEGREES FAHRENHEIT WITH VISIBLE MOISTURE OR HIGH HUMIDITY, THE PLT SHOULD BE ALERT FOR CARBURETOR ICE. THE FIRST INDICATION OF THIS IS LOSS OF RPM. THE ACFT HAS NOT BEEN RECOVERED.

Brief of Accident (Continued)

File No. - 302

3/26/88

TERRA CEIA, FL

A/C Reg. No. N44759

Time (Lcl) - 0739 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - DELAYED - PILOT IN COMMAND
-

Occurrence #2 DITCHING
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 303 3/27/88 LA BELLE, FL A/C Reg. No. N9097L Time (Lcl) - 1030 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -UNKNOWN
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEDOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CHAMPION 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
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 - 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- 110/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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 AIRSTRIP

Airport Data

PARADISE
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)
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) - UNK/NR

-----Narrative-----

DURING THE GROUND RUN TO TAKE OFF, THE UNIDENTIFIED PILOT LOST CONTROL OF THE ACFT. IT DEPARTED THE RWY, COLLIDED WITH A FENCE, NOSED OVER, THEN CAME TO REST. THE IDENTITY OF THE PLT HAS NOT BEEN DETERMINED.

Brief of Accident (Continued)

File No. - 303

3/27/88

LA BELLE, FL

A/C Reg. No. N9097L

Time (Lc1) - 1030 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. STOLEN AIRCRAFT/UNAUTHORIZED USE - ATTEMPTED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - FENCE
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 265 3/27/88 KEY WEST, FL A/C Reg. No. N739DQ Time (Lcl) - 1540 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

ELT Installed/Activated - YES/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- 360/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4203 Last 24 Hrs - 3
Make/Model- 2203 Last 30 Days- UNK/NR
Instrument- 16 Last 90 Days- 67
Multi-Eng - 53

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT HE WAS ON A FISH SPOTTING FLIGHT. THE ACFT LOST POWER. THE PLT DITCHED IN THE OCEAN. HE WAS PICKED UP BY A PASSING BOAT & TAKEN TO KEY WEST, FL. HE STATED THAT DUE TO THE PAST HISTORY OF THIS ACFT, HIS OPINION WAS THAT THE CAUSE OF THE POWER LOSS WAS A FAILURE OF THE MAGNETOS. THE ACFT WAS NOT RECOVERED, THEREFORE, THE ENGINE COULD NOT BE EXAMINED.

Brief of Accident (Continued)

File No. - 265

3/27/88

KEY WEST, FL

A/C Reg. No. N739DQ

Time (Lc1) - 1540 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Occurrence #3 DITCHING
Phase of Operation LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 325 3/29/88 MIAMI, FL A/C Reg. No. N30042 Time (Lcl) - 1040 EST

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

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

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

Make/Model - SWEARINGEN SA-227-TT	Eng Make/Model - GARETT TPE-331	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	
No. of Seats - 12	Rated Power - 900 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KEY LARGO, FL	MIAMI INT'L
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 2300 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 16900
SE LAND, ME LAND	Months Since - 6	Make/Model- 2500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS AT THE END OF RUNWAY 9 LEFT, MONITORING THE TOWER FREQUENCY, AWAITING TAKEOFF CLEARANCE WHEN THE ACFT'S EMPENNAGE WAS STRUCK FROM BEHIND BY N92BL.

Brief of Accident (Continued)

File No. - 325

3/29/88

MIAMI, FL

A/C Reg. No. N30042

Time (Lcl) - 1040 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT
 2. RADIO COMMUNICATIONS - NOT USED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 325 3/29/88 MIAMI, FL A/C Reg. No. N92BL Time (Lcl) - 1040 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	AERIAL TRANSIT CO	NONE						
Type of Operation	NON SCHED, INTL, CARGO	Fire						
Flight Conducted Under	14 CFR 121	NONE	Crew	0	Fatal	0	0	3
Accident Occurred During	TAXI		Pass	0		0	0	0

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

Make/Model	DOUGLAS DC-6B	Eng Make/Model	P&W R2800-CB16/17	ELT Installed/Activated	UNK/NR
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	4	Stall Warning System	YES
Max Gross Wt	103000	Engine Type	RECIPROCATING-CARBURETOR		
No. of Seats	3	Rated Power	2100 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	MARSH HARBOR		MIAMI INT'L	
Wind Dir/Speed	090/012 KTS	ATC/Airspace		Runway Ident	UNK/NR
Visibility	7.0 SM	Type of Flight Plan	IFR	Runway Lth/Wid	UNK/NR
Lowest Sky/Clouds	UNK/NR	Type of Clearance	IFR	Runway Surface	CONCRETE
Lowest Ceiling	2300 FT BROKEN	Type Apch/Lndg	NONE	Runway Status	DRY
Obstructions to Vision	NONE				
Precipitation	NONE				
Condition of Light	DAYLIGHT				

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

Pilot-In-Command	Age - 29	Medical Certificate	VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4500	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - 1900	Last 30 Days - UNK/NR
	Aircraft Type - DC-6B	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING HIS ATTEMPT TO TAXI AROUND N30042, HE THOUGHT HE HAD ENOUGH CLEARANCE TO GET BY, BUT MISJUDGED THE DISTANCE & THE RUDDER OF THE MERLIN ACFT WAS STRUCK BY THE DC6B'S LEFT WING TIP.

Brief of Accident (Continued)

File No. - 325

3/29/88

MIAMI, FL

A/C Reg. No. N92BL

Time (Lcl) - 1040 EST

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 281 3/30/88 ST PETERSBURG, FL A/C Reg. No. N3645E Time (Lc1) - 0853 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-60-601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-60

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1317
Make/Model- 227
Instrument- 201
Multi-Eng - 1117
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS CLIMBING THRU 1600 FT WHEN THE UPPER HALF OF THE MAIN ENTRY DOOR OPENED & SEPARATED FROM THE ACFT. THE PHYSICIAN PLT STATED THAT HE WAS REASONABLY SURE THAT HE HAD SECURED THE DOOR PRIOR TO DEPARTURE. HE STATED THAT ALTHOUGH THE CABIN HAD NOT YET PRESSURIZED, THE DOOR SEAL HAD INFLATED & THE CABIN WAS SET TO PRESSURIZE AT 2000 FT. THE DOOR WAS RECOVERED FROM A MOBILE HOME PARK WHERE IT HAD STRUCK A MOBILE HOME. AN EXAM OF THE DOOR REVEALED THE FOUR LOCKING PINS WERE EXTENDED OR IN THE LOCKED POSITION. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE UNWARRANTED DOOR OPENING. SINCE 1980, THE AEROSTAR HAD BEEN INVOLVED IN FOUR ACCIDENTS & EIGHT INCIDENTS IN WHICH THE MAIN CABIN ENTRY DOOR OPENED IN FLT. ONE OF THE ACCIDENTS RESULTED IN A FATALITY. ON 4-12-88, THE NTSB RECOMMENDED TO FAA THAT AN AD NOTE BE ISSUED IN A EFFORT TO CORRECT THE PROBLEM.

Brief of Accident (Continued)

File No. - 281

3/30/88

ST PETERSBURG, FL

A/C Reg. No. N3645E

Time (Lc1) - 0853 EST

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

Finding(s)

1. DOOR - UNLOCKED
2. DOOR - FAILURE, PARTIAL
3. DOOR - SEPARATION

----Probable Cause----

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

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

Brief of Accident

File No. - 262 3/30/88 DAYTONA BEACH, FL A/C Reg. No. N4927V Time (Lc1) - 1826 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	0	1	0
Pass	0	0	3	0

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

Make/Model - BELLANCA 17-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/008 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ORMOND BEACH, FL
Destination
KISSIMMEE, FL

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

DAYTONA BEACH REGIONAL
Runway Ident - 07L
Runway Lth/Wid - 7500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 46

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1108	Last 24 Hrs	- 1
Make/Model-	27	Last 30 Days-	UNK/NR
Instrument-	56	Last 90 Days-	9
Multi-Eng	- 942		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE HAD FILLED THE MAIN TANKS AND NEARLY FILLED THE TWO AUX TANKS EARLIER AND HAD FLOWN FOR ABOUT 1 HR USING ONE OF THE AUX TANKS FOR CRUISE. HE HAD JUST TAKEN OFF USING THE MAINS & WHEN HE LEVELED AT 2600 FT, HE SWITCHED TO ONE OF THE AUX TANKS. MOMENTS LATER, THE ENG QUIT & THE PLT COULD NOT GET A RESTART. A FORCED LDG WAS MADE INTO THE TREE TOPS & THE ACFT CRASHED TO THE GROUND. EACH AUX TANK HOLDS ABOUT 17 GALS & THE ACFT BURNS 13 TO 15 GALS PER HR. THE PLT STATED THAT HE MAY HAVE INADVERTENTLY SWITCHED TO A NEARLY DEPLETED AUX TANK & THAT COULD HAVE BEEN THE REASON FOR THE ENG FAILURE. AN EXAM OF THE FUEL SYSTEM REVEALED THE MAIN FILTER, SELECTOR & SPIDER WERE DRY. NO OTHER EVIDENCE OF ANY PREIMPACT MALFUNCTION OR FAILURE OF ANY AIRFRAME OR ENG COMPONENTS WAS FOUND.

Brief of Accident (Continued)

File No. - 262

3/30/88

DAYTONA BEACH, FL

A/C Reg. No. N4927V

Time (Lc1) - 1826 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 304 3/30/88 CAPTIVA, FL A/C Reg. No. N8076D Time (Lc1) - 1300 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 -LANDING			0	0	0	1

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

Make/Model - PIPER PA-32-301	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 - 6	Rated Power - 300 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- 090/012 KTS</p> <p>Visibility - 15.0 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 ST. PETERSBURG, FL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>PRIVATE STRIP</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 2400 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SOFT</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 - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 230</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ALLOWED THE AIRCRAFT TO DESCEND BELOW THE NORMAL APPROACH ANGLE AND FAILED TO CORRECT THE SITUATION TIMELY. THE AIRCRAFT STRUCK A SEAWALL SEVERING FIRST THE NOSE GEAR AND THEN THE MAIN GEAR. THE AIRCRAFT SLID TO A STOP.

Brief of Accident (Continued)

File No. - 304

3/30/88

CAPTIVA, FL

A/C Reg. No. N8076D

Time (Lc1) - 1300 EST

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

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

2. OBJECT - WALL/BARRICADE

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 394 4/03/88 SARASOTA, FL A/C Reg. No. N88703 Time (Lcl) - 1300 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-CONTINENTAL AIRLINES	NONE	Fatal	0	0	0	0	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	0	8
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	136
Accident Occurred During	-STANDING		Other	0	1	0	0	0

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

Make/Model	- BOEING 727-224	Eng Make/Model	- P & W JT8D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN		
No. of Seats	- 134	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	NEWARK, NJ	SARASOTA-BRADENTON
Wind Dir/Speed - 210/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3000 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 - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 8077	Last 24 Hrs - UNK/NR
ME LAND	Months Since - 6	Make/Model - 2448	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPTAIN OF THE BOEING 727 AIRCRAFT WAS AWARE THAT A REFUELER WAS UTILIZING KNOWN QUANTITY REFUELING PROCEDURES DUE TO AN INOPERATIVE FUEL GAUGE. HE ALLOWED THE FLIGHT ENGINEER TO ACTIVATE THE B HYDRAULIC SYSTEM AND THE GROUND INTERCONNECT SWITCH, WITHOUT POSITIVELY ASSURING THAT GND PERSONNEL WERE CLEAR OF THE LEADING EDGE SLATS. AT THE SAME TIME THE REFUELER WAS HAVING DIFFICULTY WITH THE FUELING SYSTEM. THE REFUELER CLIMBED ON A LADDER TO OPEN A FUEL PANEL WITHOUT TELLING ANYBODY. WHEN THE B HYDRAULIC SYSTEM WAS ACTIVATED, THE SLATS RETRACTED CRUSHING THE NECK OF THE REFUELER BETWEEN THE WING AND THE TRAILING EDGE OF A SLAT.

Brief of Accident (Continued)

File No. - 394

4/03/88

SARASOTA, FL

A/C Reg. No. N88703

Time (Lc1) - 1300 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
 2. HYDRAULIC SYSTEM - SELECTED - FLIGHT ENGINEER
 3. FLIGHT CONTROL, SLAT - ENGAGED
 4. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
 5. COMMUNICATIONS - IMPROPER - GROUND PERSONNEL
 6. INATTENTIVE - GROUND PERSONNEL
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 324 4/03/88 WINTER HAVEN, FL A/C Reg. No. N999WC Time (Lc1) - 1500 EDT

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

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

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

Make/Model	- GMBH H101 SALTO	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- HULL	Number Engines	- N/A	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	WINTER HAVEN'S GILBERT
Wind Dir/Speed	- 160/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 4000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- 20000 FT BROKEN	- NONE	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- TRAFFIC PATTERN	- GRASS/TURF
Condition of Light	- DAYLIGHT	FULL STOP	Runway Status
			- DRY

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 296	Last 24 Hrs - 2
SE LAND	Months Since - 18	Make/Model- 1	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT ENTERED THE DOWNWIND LEG FOR LANDING WHEN THE PLT OBSERVED A GLIDER PARKED 600 FT FROM THE PLANNED TOUCHDOWN POINT. HE ELECTED TO LAND TO THE LEFT OF THE GLIDER & AFTER TURNING BASE THEN FINAL, OBSERVED INDIVIDUALS PUSHING IT TOWARDS THE PLANNED TOUCHDOWN POINT. HE ELECTED TO LAND BETWEEN THE APCH END AND THE GLIDER. AFTER TOUCHDOWN, HE APPLIED HEAVY BRAKING. THE NOSE OF HIS GLIDER DUG INTO THE GROUND THEN CAME TO REST. THE PLT STATED THAT HE SHOULD HAVE FLOWN OVER THE GLIDER THEN LANDED.

Brief of Accident (Continued)

File No. - 324

4/03/88

WINTER HAVEN, FL

A/C Reg. No. N999WC

Time (Lc1) - 1500 EDT

Occurrence #1 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED
2. PLANNED APPROACH - NOT POSSIBLE -
3. PROPER TOUCHDOWN POINT - CONFLICTING - GROUND PERSONNEL
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. BRAKES(NORMAL) - EXCESSIVE - 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) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 323 4/05/88 MIAMI, FL A/C Reg. No. 2185J Time (Lcl) - 1413 EDT

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

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

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

Make/Model - CESSNA T-188C	Eng Make/Model - CONTINENTAL TS10-520-T	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 310 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	TAMiami
Wind Dir/Speed- 270/007 KTS	ATC/Airspace	Runway Ident - 27R
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5002/ 150
Lowest Sky/Clouds - 3000 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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5500
SE LAND	Months Since - 4	Make/Model- UNK/NR
	Aircraft Type - C-180	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING FROM LANDING AFTER A MAINTENANCE TEST FLIGHT, THE RT MAIN WHEEL ASSY SEPARATED FROM THE RT LANDING GEAR STRUT. THE ACFT THEN WENT OFF THE TAXIWAY & CAME TO REST IN THE GRASS. EXAMINATION OF THE RT LANDING GEAR REVEALED THAT THE SPRING STRUT FAILED AS A RESULT OF FATIGUE AT THE ATTACH POINT FOR THE AXLE. THE PILOT/MECHANIC WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 323

4/05/88

MIAMI, FL

A/C Reg. No. 2185J

Time (Lcl) - 1413 EDT

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

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FATIGUE
 2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - PILOT IN COMMAND
 3. LANDING GEAR, WHEEL - SEPARATION
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 322 4/09/88 LAKELAND, FL A/C Reg. No. N84SC Time (Lcl) - 1148 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - CESSNA 140A
Landing Gear - TAILWHEEL-ALL 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 - NO -N/A

Stall Warning System - NO

-----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 - 12000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEW PORT RICHEY, FL

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

LAKELAND MUNICIPAL

Runway Ident - 09

Runway Lth/Wid - 6000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - VFR

Type Apch/Lndg - FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI

SE LAND, ME LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 18000

Make/Model- 3000

Instrument- 1420

Multi-Eng - 14000

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A PERSONAL FLT DURING THE LANDING ROLL AFTER THE PLT APPLIED THE BRAKES, THE ACFT NOSED OVER & CAME TO REST INVERTED. HE STATED THAT THE LEFT BRAKE LOCKED UP & AFTER THE ACFT WAS REMOVED FROM THE RWY, HE DISASSEMBLED EACH BRAKE ASSY IN AN EFFORT TO DETERMINE THE LOSS OF CONTROL. THE PLT WAS UNABLE TO DETERMINE THE CAUSE OF THE BRAKE PROBLEM.

Brief of Accident (Continued)

File No. - 322

4/09/88

LAKELAND, FL

A/C Reg. No. N84SC

Time (Lc1) - 1148 EDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - UNDETERMINED
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 315 4/10/88 VERO BEACH, FL A/C Reg. No. N6283F Time (Lcl) - 1518 EDT

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OCALA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VERO BEACH, FL	NEW HIBISCUS
Wind Dir/Speed- 120/011 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 160
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 109
SE LAND	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - C-172	Make/Model- 27
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 11
		Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED TO TOUCH DOWN ON RWY 36 WITH FULL FLAPS ON THE GRASS STRIP BORDERED ON BOTH SIDES BY CITRUS GROVES, SURFACE WINDS IN THE AREA WERE 120 DEGS AT 11 KTS. THE ACFT WAS OBSERVED TO DRIFT TO THE LEFT OFF THE RWY TOWARD THE GROVE. THE PLT WITNESSES STATED THAT FULL POWER WAS APPLIED & WITH FULL FLAPS STILL EXTENDED, A GO ARND WAS ATTEMPTED WITH THE NOSE IN AN EXTREME NOSE HI ATTITUDE. THE LT WING STRUCK THE TREES & THE ACFT PASSED OVER THE 225 FT WIDE GROVE, A CANAL, ROAD, & POWERLINES BEFORE CRASHING INTO A 40 FT HIGH PINE TREE WITH FULL FLAPS STILL EXTENDED & STILL IN AN EXTREME NOSE HI ATTITUDE. THE PLT OPERATING HANDBOOK FOR THE ACFT STATES "FLAP DEFLECTIONS GREATER THAN 10 DEGREES ARE NOT RECOMMENDED FOR TAKE OFF." THE PILOT LATER SAID HE HAD NO RECOLLECTION OF THE FLT OR ACCIDENT. THE PLT-RATED PAX SEATED IN THE RIGHT FRONT SEAT SUSTAINED SEVERE HEAD INJURIES AND WAS NOT WEARING HIS SHOULDER HARNESS.

Brief of Accident (Continued)

File No. - 315

4/10/88

VERO BEACH, FL

A/C Reg. No. N6283F

Time (Lc1) - 1518 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
4. ABORT - DELAYED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

5. OBJECT - TREE(S)
6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

7. SHOULDER HARNESS - NOT USED - PILOT PASSENGER

-----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. - 388 4/13/88 FORT MYERS, FL A/C Reg. No. N8856M Time (Lcl) - 1040 EDT

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

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

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

Make/Model - BEECH A-23	Eng Make/Model - CONTINENTAL IO-346-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 165 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/012 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PALATKA, FL</p> <p>Destination FORT MYERS, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 65</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1500</p> <p>Make/Model- 40</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 10</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT EXPERIENCED AN ENGINE FAILURE ON FINAL APPROACH AND EXECUTED A FORCED LANDING TO A WOODED AREA AND CRASHED. THE PILOT SAID HE HAD FLOWN ABOUT 2.0 HOURS ON THE RIGHT TANK AND DID NOT SWITCH TO THE LEFT TANK PRIOR TO LANDING. ANOTHER PILOT HAD FLOWN THE AIRCRAFT ABOUT .4 HOURS BEFORE THE ACCIDENT FLIGHT, SINCE THE LAST REFUELING, ALSO USING THE RIGHT TANK. THE HOBBS METER RECORDED 3 HRS FOR THE ACC FLT. THE FUEL TANK HELD 30 GALS OF FUEL AND THE ACFT USES APRX 9 GPH IN NORMAL FLT.

Brief of Accident (Continued)

File No. - 388

4/13/88

FORT MYERS, FL

A/C Reg. No. N8856M

Time (Lc1) - 1040 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)
-

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. - 347 4/13/88 LAKELAND, FL A/C Reg. No. N20RF Time (Lcl) - 1130 EDT

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

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

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

Make/Model - FISCHER STAR-LITE	Eng Make/Model - ROTAX 447	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 40 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/014 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 5500 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 36 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1742 Make/Model- 228 Instrument- 0 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 10
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Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER/MANUFACTURER OF THE HOMEBUILT ACFT REPAIRED THE HORIZONTAL STABILIZERS, THEN ASKED THE DESIGNER TO TEST FLY THE AIRCRAFT. AFTER TAKEOFF, AT AN ALT OF APRX 7,000 FEET MSL, IN A NOSE LOW ATTITUDE, AT 158 MPH (28 MPH GREATER THAN VNE) BOTH HORIZONTAL STABILIZERS SEPARATED. THE NOSE OF THE AIRCRAFT PITCHED DOWN, AFTER WHICH THE WINGS FAILED NEGATIVELY. THE PILOT PARACHUTED TO THE ROOF OF A HOUSE, THEN WAS PULLED TO THE GROUND WHEN THE CANOPY WAS REINFLATED BY THE WIND. THE AIRCRAFT COLLIDED WITH TERRAIN AND CAME TO REST NEAR A RESIDENCE WITH NO PROPERTY DAMAGE. ACCORDING TO THE DESIGNER, THE OWNER SHOULD HAVE SEPARATED THE TWO STABILIZERS INTO FOUR SECTIONS, APPLIED EPOXY TO THE INSIDE OF EACH, AS WELL AS TO THE ALUMINUM SPAR, THEN ASSEMBLED THEM.

Brief of Accident (Continued)

File No. - 347

4/13/88

LAKELAND, FL

A/C Reg. No. N20RF

Time (Lc1) - 1130 EDT

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

Finding(s)

1. HORIZONTAL STABILIZER ATTACHMENT - FAILURE, TOTAL
2. MAINTENANCE, MAJOR REPAIR - IMPROPER - MANUFACTURER
3. STABILIZER - SEPARATION
4. AIRSPEED(VNE) - EXCEEDED - PILOT IN COMMAND
5. WING - OVERLOAD
6. WING - SEPARATION
7. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 321 4/14/88 HASTINGS, FL A/C Reg. No. N8841S Time (Lcl) - 1100 EDT

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

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

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

Make/Model	- AIR TRACTOR AT-301	Eng Make/Model	- P&W R-1340-53HL	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
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 Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- N/A
Condition of Light	- DAYLIGHT	

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 12844	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 16	Make/Model - 500	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - C-207	Instrument - 221	Last 90 Days - 110
		Multi-Eng - 753	Rotorcraft - 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN AERIAL APPLICATION FLT SHORTLY AFTER TAKEOFF, THE ENG LOST POWER. THE PLT THEN DUMPED THE LOAD OF FERTILIZER & LANDED THE ACFT IN A FIELD. AFTER TOUCHDOWN IT NOSED OVER & CAME TO REST. EXAMINATION OF THE ENG REVEALED THAT THE NO. FOUR CYLINDER EXHAUST VALVE ROCKER ARM SUPPORT FAILED PREVENTING THE VALVE FROM OPENING. AS A RESULT OF THE EXCESS PRESSURE INSIDE THE CYLINDER WHEN THE INTAKE VALVE OPENED. THE EXHAUST WAS FORCED THROUGH THE INTAKE SYSTEM RESULTING IN ENG BACKFIRING.

Brief of Accident (Continued)

File No. - 321

4/14/88

HASTINGS, FL

A/C Reg. No. N8841S

Time (Lcl) - 1100 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,ROCKER ARM/TAPPET - FAILURE,TOTAL
2. ENGINE ASSEMBLY,VALVE,EXHAUST - DISABLED
3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - CROP

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 320 4/15/88 MONTICELLO, FL

A/C Reg. No. N5231S

Time (Lcl) - 1500 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

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

Eng Make/Model - LYCOMING IO-540-R1A5
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- 340/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 7500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHATTANOOGA, TN
Destination
ST PETERSBURG, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	2094
Last 24 Hrs	5
Last 30 Days	UNK/NR
Last 90 Days	21

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE ENROUTE TO ST. PETERSBURG, AND IN THE VICINITY OF MONTECELLO FL, HE BEGAN TO EXPERIENCE SEVERE ENGINE VIBRATIONS AND A LOSS OF POWER. HE THEN SELECTED A FIELD TO LAND IN & ON HIS APCH, THE ACFT STRUCK SOME TREES, SHEARED OFF THE WINGS & CAME TO REST IN A WOODED AREA NEAR THE FIELD. EXAMINATIONS, PARTIAL DISASSEMBLY AND CONTINUITY CHECK OF THE ENGINE & ITS RELATED COMPONENTS REVEALED NO EVIDENCE OF ANY PRE-IMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 320

4/15/88

MONTICELLO, FL

A/C Reg. No. N5231S

Time (Lcl) - 1500 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

2. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 319 4/16/88 ORLANDO, FL A/C Reg. No. N714SW Time (Lcl) - 0020 EDT

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

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

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

Make/Model - CESSNA 152	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 - 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	VENICE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ORLANDO, FL	
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 294
SE LAND	Months Since - 11	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 162
		Last 30 Days- UNK/NR
		Instrument- 14
		Last 90 Days- 7
		Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS ENROUTE TO SANFORD, FL WHEN THE ENGINE LOST POWER. HE THEN LANDED ON I-4, STRIKING A VAN WITH THE LEFT WING AND PROPELLER. THE OPERATOR STATED THAT PRIOR TO REMOVING THE WINGS IN ORDER TO TRANSPORT THE ACFT BACK TO SANFORD, ALL THE REMAINING FUEL WAS DRAINED. THIS FUEL TOTALED APRX 1 1/4 GALLONS. ACCORDING TO THE CESSNA 152 OPERATING MANUAL, THE LONG RANGE FUEL TANK CAPACITY OF THIS ACFT IS 39 GALLONS WITH 1 1/2 GALLONS BEING UNUSEABLE FUEL.

Brief of Accident (Continued)

File No. - 319

4/16/88

ORLANDO, FL

A/C Reg. No. N714SW

Time (Lc1) - 0020 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - VEHICLE
 5. TERRAIN CONDITION - ROADWAY/HIGHWAY
 6. LIGHT CONDITION - DARK NIGHT
-

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

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

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

Brief of Accident

File No. - 346 4/16/88 LAKELAND, FL A/C Reg. No. N84DD Time (Lcl) - 1230 EDT

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

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

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

Make/Model - DENNEY KITFOX	Eng Make/Model - KFM 112M	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 62 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	LAKELAND MUNICIPAL
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1047
SE LAND	Months Since - 3	Make/Model- 700
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 69

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS FLYING IN THE HOMEBUILT ACFT AREA AT THE "SUN AND FUN FLY IN" WHEN THE ENGINE QUIT. AN ATTEMPT WAS MADE TO LAND IN A FIELD, WHICH HE COULDN'T MAKE, AND CAME TO REST IN SOME SCRUB TREES. THE PLT ALSO STATED THAT HE HAD BEEN HAVING PROBLEMS WITH THE FUEL MIXTURE SINCE HE HAD BEEN IN FLORIDA AND THAT WAS THE REASON THE ENGINE QUIT.

Brief of Accident (Continued)

File No. - 346

4/16/88

LAKELAND, FL

A/C Reg. No. N84DD

Time (Lcl) - 1230 EDT

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

Finding(s)

1. MIXTURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

2. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 345 4/18/88 ORLANDO, FL A/C Reg. No. N6583C Time (Lcl) - 0850 EDT

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

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

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

Make/Model	- AEROSTAR S-60A	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	- 1600	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>KISSIMMEE, FL</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p>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-----

Pilot-In-Command	Age - 44	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1129
	Months Since - 20	Make/Model- 870
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE WINDS STARTED TO PICK UP & HE DECIDED TO LAND. DURING THE APCH JUST BEFORE TOUCHDOWN, THE GONDOLA STRUCK A TREE, CAUSING THE OCCUPANTS TO FALL AGAINST EACH OTHER, BREAKING ONE OF THE PASSENGERS LEGS.

Brief of Accident (Continued)

File No. - 345

4/18/88

ORLANDO, FL

A/C Reg. No. N6583C

Time (Lc1) - 0850 EDT

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

Finding(s)

1. OBJECT - TREE(S)
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER EVALUATION - INACCURATE - 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. - 317 4/24/88 KISSIMMEE, FL A/C Reg. No. N61027 Time (Lcl) - 1545 EDT

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

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

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

Make/Model	- CESSNA 150J	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- 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	KISSIMMEE
Wind Dir/Speed	- 260/016 KTS	ATC/Airspace	Runway Ident
Visibility	- 8.0 SM	Type of Flight Plan	- 24
Lowest Sky/Clouds	- 5500 FT SCATTERED	Type of Clearance	- 5000/ 100
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 87 Last 24 Hrs - 1
	Months Since - N/A	Make/Model	- 87 Last 30 Days - 5
	Aircraft Type - N/A	Instrument	- 6 Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON RUNWAY 24 IN STRONG GUSTY CROSSWIND CONDITIONS THE STUDENT PLT LOST CONTROL OF THE AIRCRAFT. WHILE MAKING A GO-AROUND THE AIRCRAFT DRIFTED TO THE LEFT SIDE OF THE RUNWAY STRIKING THE VASI LIGHTS. THE AIRCRAFT THEN CONTINUED ON TO THE LEFT COLLIDING WITH A PARKED AIRCRAFT. THE WINDS AT AN AIRPORT 10 MILES AWAY WERE REPORTED AT 260 DEGREES AT 16 KNOTS WITH GUST TO 27 KNOTS, FIVE MINUTES AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 317

4/24/88

KISSIMMEE, FL

A/C Reg. No. N61027

Time (Lcl) - 1545 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID
 6. OBJECT - AIRCRAFT PARKED
-

-----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. - 316 4/25/88 HIALEAH, FL A/C Reg. No. N47966 Time (Lcl) - 1918 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation - INSTRUCTIONAL

Fire

Crew

0

0

0

1

Flight Conducted Under - 14 CFR 91

ON GROUND

Pass

0

0

0

1

Accident Occurred During - STANDING - STARTING ENGINE(S)

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

Make/Model - PIPER PA-28-161

Eng Make/Model - LYCOMING O-320-D3G

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2325

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 160 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OPA LOCKA, FL

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

OPA LOCKA WEST

Runway Ident - 18

Runway Lth/Wid - 3000/ 60

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Age - 27

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL, CFI

Current - YES

Total - 955

Last 24 Hrs - 4

SE LAND, ME LAND

Months Since - 4

Make/Model- 152

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 65

Last 90 Days- 210

Multi-Eng - 84

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENGINE STALLED DURING LANDING ROLL. DURING ATTEMPTS TO RESTART ENGINE PILOT FLOODED IT. THE ENGINE BACKFIRED AND THE EXCESS FUEL IN THE CARBURETOR CAUGHT FIRE. THE PILOT DID NOT MOTOR THE ENGINE IN TIME TO DRAW THE FLAMES INTO THE ENGINE AND THE FIRE SPREAD DESTROYING THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 316

4/25/88

HIALEAH, FL

A/C Reg. No. N47966

Time (Lcl) - 1918 EDT

Occurrence #1

FIRE

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 2. FUEL SYSTEM, CARBURETOR - FIRE
 3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 344 5/05/88 EVERGLADES CITY, FL A/C Reg. No. N285DP Time (Lc1) - 2350 EDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	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	KEY WEST, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	FORT MYERS, FL	
Wind Dir/Speed- 310/008 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 - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 91
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - PA-28	Make/Model- 91
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED WHEN THE FLT DEPARTED, THERE WAS 33 GALS OF FUEL ABOARD FOR THE X-C DAYLIGHT FLIGHT. FUEL BURN FOR THE ACFT WAS APPROX 8 GPH. THE FLT TO THE DEST REQUIRED ABOUT 1.5 HRS. THE PLT STATED THAT HE INTENDED TO REFUEL AT HIS DESTINATION, BUT THE FBO WAS CLOSED FOR HIS NIGHT RETURN FLT. THE PLT STATED THAT HE HAD SOME PRETTY GOOD HEADWINDS ON THE RETURN FLT & HAD TO FLY WELL EAST OF HIS INTENDED COURSE IN ORDER TO STAY OVER LIGHTED AREAS IN ORDER TO MAINTAIN A HORIZON. WHILE OVER THE EVERGLADES & DECLARING TO ATC THAT HE WAS LOW ON FUEL, HE WAS BEING RADAR VECTORED TO THE NEAREST ARPT WHEN THE ENG QUIT & A NIGHT FORCED LANDING WAS PERFORMED. A LDG WAS ACCOMPLISHED ON A DIRT ROAD, BUT THE ROAD CURVED AND THE AIRCRAFT COULD NOT MAKE THE CURVE AND HIT A TREE. AFTER THE ACCIDENT NO FUEL WAS FOUND IN THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 344

5/05/88

EVERGLADES CITY, FL

A/C Reg. No. N285DP

Time (Lc1) - 2350 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LIGHT CONDITION - BRIGHT NIGHT

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

Finding(s)

5. OBJECT - TREE(S)
6. TERRAIN CONDITION - ROADWAY/HIGHWAY

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

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

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. - 343 5/08/88 JACKSONVILLE, FL A/C Reg. No. N57222 Time (Lcl) - 1230 EDT

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

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

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

Make/Model - ROCKWELL 500-S	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 290 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	JASPER, TN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE, FL	JACKSONVILLE INT'L
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3547
SE LAND, ME LAND	Months Since - 13	Make/Model- 192
	Aircraft Type - UNK/NR	Instrument- 498
		Multi-Eng - 1642
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE HAD JUST BROUGHT THE ACFT TO A STOP & HAD SHUT DOWN BOTH ENGS. AT THAT TIME, THE LT. GEAR COLLAPSED. MAINTENANCE CREW FOUND THAT ONE OF THE ACTUATING CYLS WAS OUT OF ADJUSTMENT & THE BUNGEE CORDS WERE WEAK. THE GEAR ASSY ITSELF APPEARED TO BE LACKING IN LUBRICATION. WITNESSES STATED THE PLT APPEARED TO BE IN A HURRY AS HE TAXIED TO THE RAMP. THEY SAW THE ACFT MAKE TWO VERY SHARP TURNS, WITH THE INSIDE WHEEL BEING STOPPED DURING THE TURN & THE ACFT WAS PERMITTED TO PIVOT ON THE STOPPED WHEEL DURING THE TURN.

Brief of Accident (Continued)

File No. - 343

5/08/88

JACKSONVILLE, FL

A/C Reg. No. N57222

Time (Lc1) - 1230 EDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation STANDING

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING(MECHANICAL)
2. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. MAINTENANCE - POOR - COMPANY/OPERATOR MGMT

-----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. - 353 5/16/88 MIAMI, FL

A/C Reg. No. N734QP

Time (Lcl) - 0845 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

ELT Installed/Activated - YES/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- 240/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 9500 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 - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

TAMiami

Runway Ident - 09R

Runway Lth/Wid - 4999/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 54

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 - 37

Make/Model- 37

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT UPON TOUCHDOWN, THE AIRCRAFT LANDED HARD, BOUNCED TWICE AND RAN OFF THE SIDE OF THE RUNWAY INTO THE GRASS.

Brief of Accident (Continued)

File No. - 353

5/16/88

MIAMI, FL

A/C Reg. No. N734QP

Time (Lc1) - 0845 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

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
 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) 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. - 376 5/21/88 GENEVA, FL A/C Reg. No. N45980 Time (Lcl) - 1345 EDT

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

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

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

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SOUTHERLAND
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 100
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 694
SE LAND	Months Since - 11	Make/Model- 9
	Aircraft Type - UNK/NR	Instrument- 65
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATE THAT HE ENCOUNTERED TURBULENCE OVER A TREE LINE WHILE ON SHORT FINAL APPROACH. THE AIRCRAFT BEGAN TO SINK AND BEFORE THE SINK RATE COULD BE ARRESTED THE AIRCRAFT STRUCK A TREE. THE AIRCRAFT TOUCHED DOWN SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 376

5/21/88

GENEVA, FL

A/C Reg. No. N45980

Time (Lcl) - 1345 EDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

1. DESCENT - EXCESSIVE - PILOT IN COMMAND

2. WEATHER CONDITION - TURBULENCE

3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 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. - 375 5/22/88 MIAMI, FL A/C Reg. No. N90379 Time (Lcl) - 1249 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model	- GLOBE GC1-B	Eng Make/Model	- FRANKLIN CAS-350-A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1710	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 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- 180/006 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 77

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 31860

Make/Model- 1016

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 15

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

HYDRAULIC MOTOR ACTIVATED LIGHT REMAINED ON AFTER LANDING GEAR RETRACTION. THE PILOT BELIEVING THIS TO INDICATE A LANDING GEAR MALFUNCTION SLOWED THE ACFT AND EXTENDED THE GEAR. A GEAR DOWN INDICATOR ILLUMINATED. HOWEVER, THE HYDRAULIC MOTOR ACTIVATED LIGHT REMAINED ILLUMINATED. WHILE CONTINUING TO TROUBLESHOOT WHAT HE BELIEVED TO BE A LANDING GEAR PROBLEM, THE ENGINE OVERHEATED AND LOST POWER. WHILE ATTEMPTING TO MAKE A FORCED LANDING ON A ROAD THE HYDRAULICALLY OPERATED FLAPS WOULD NOT EXTEND. THE LANDING GEAR EXTENDED NORMALLY. DURING ROLLOUT THE AIRCRAFT STRUCK BRUSH AND GROUNDDLOOPE. THE LANDING GEAR COLLAPSED AND THE TAIL WHEEL SEPARATED FROM THE AIRCRAFT. THE CAUSE OF THE HYDRAULIC MOTOR ACTIVATED LIGHT ILLUMINATION WAS NOT DETERMINED. THE PILOT DID NOT PULL THE HYDRAULIC MOTOR CIRCUIT BREAKER.

Brief of Accident (Continued)

File No. - 375

5/22/88

MIAMI, FL

A/C Reg. No. N90379

Time (Lc1) - 1249 EDT

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

Finding(s)

1. HYDRAULIC SYSTEM, MOTOR - NOT SECURED
2. LANDING GEAR - NOT UNDERSTOOD - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

4. ENGINE ASSEMBLY - OVERTEMPERATURE
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
7. GROUND LOOP/SWERVE - UNCONTROLLED -
8. LANDING GEAR, MAIN GEAR - OVERLOAD
9. LANDING GEAR, TAILWHEEL - SEPARATION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 389 5/28/88 WILLISTON, FL A/C Reg. No. N4057D Time (Lcl) - 1334 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PARA JUMPING	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 105	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WILLISTON
Wind Dir/Speed- 030/006 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 192
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - C-172	Make/Model- UNK/NR
		Last 30 Days- 14
		Instrument- 49
		Last 90 Days- 28
		Multi-Eng - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DROPPED OFF PARACHUTISTS AT 8,500 FT AND BEGAN TO DESCEND BACK TO ARPT. THE A/C WAS DESCENDING AT 145 MPH, 19 INCHES MP, AND 2300 RPM IN A LONG CIRCULAR PATTERN. THE FLT WAS ON FINAL BETWEEN 500 AND 1000 FT MSL WHEN THE PLT TRIED TO APPLY PWR. THE ENG FAILED TO RESPOND. AFTER SWITCHING THE FUEL SELECTOR AND ATTEMPTING TO RESTART THE ENG TWICE, THE PLT DECIDED TO LND IN A FIELD SHORT OF THE RUNWAY. DURING LANDING ROLL, THE NOSE GEAR BROKE OFF AND THE A/C NOSED OVER. LATER THE ENG WAS OPERATED TO FULL PWR WITH NO EVIDENCE OF FAILURE OR MALFUCTION. CALCULATIONS INDICATED ENOUGH FUEL FOR OPERATION AND FUEL WAS FOUND IN CARB BOWL. ACCORDING TO ICING PROBABILITY CURVES, THE A/C WAS FLYING IN CONDITIONS CONDUCIVE TO CARB ICING. THE PLT STATED THAT CARB HEAT WAS NOT APPLIED DURING DESCENT.

Brief of Accident (Continued)

File No. - 389

5/28/88

WILLISTON, FL

A/C Reg. No. N4057D

Time (Lc1) - 1334 EDT

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

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 TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 393 6/03/88 JACKSONVILLE, FL A/C Reg. No. N5245E Time (Lcl) - 1336 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

Eng Make/Model - LYCOMING O-320-A2AD
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- 270/008 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

DUBLIN, GA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CRAIG

Runway Ident - 22

Runway Lth/Wid - 4001/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 68

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - C-177RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1211

Make/Model- 18

Instrument- 0

Multi-Eng - 12

Last 24 Hrs - UNK/NR

Last 30 Days- 2

Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT HAD BEEN HIRED TO FERRY A RECENTLY PURCHASED AIRCRAFT. HE STATED THAT THE AIRCRAFT HAD NOT BEEN FLOWN FOR ABOUT 2 WEEKS. HE HAD IT REFUELED AND CHECKED THE FUEL TANKS FOR WATER. AFTER TAKEOFF THE ENGINE FAILED AT ABOUT 200 FT. HE CRASHED INTO THE ROOF OF A SHOPPING MALL. POSTACCIDENT EXAMINATION OF THE FUEL AND CARBURETOR BOWL REVEALED WATER TO BE PRESENT.

Brief of Accident (Continued)

File No. - 393

6/03/88

JACKSONVILLE,FL

A/C Reg. No. N5245E

Time (Lcl) - 1336 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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) 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. - 396 6/30/88 TITUSVILLE, FL A/C Reg. No. N46068 Time (Lcl) - 1505 EDT

-----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 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPACE CENTER EXECUTIVE
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5001/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 19
	Months Since - N/A	Make/Model- 19
	Aircraft Type - N/A	Instrument- 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- 7
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ON APPROACH FOR LANDING THE ACFT DEVELOPED A HIGH SINK RATE. THE ACFT LANDED HARD AND BOUNCED. THE PILOT SAID SHE HAD PUSHED THE NOSE OF THE ACFT DOWN TO PREVENT IT FROM STALLING AND DID NOT APPLY POWER. THE NOSE GEAR COLLAPSED AND THE ACFT CAME TO STOP 1000 FT DOWN THE RUNWAY.

Brief of Accident (Continued)

File No. - 396

6/30/88

TITUSVILLE, FL

A/C Reg. No. N46068

Time (Lcl) - 1505 EDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 386 1/18/88 AUGUSTA,GA A/C Reg. No. N101JR Time (Lcl) - 2130 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AUGUSTA AVIATION, INC.	DESTROYED					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	2
Accident Occurred During	-DESCENT						0

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

Make/Model	- PIPER PA-23	Eng Make/Model	- LYCOMING IO-540-C4B5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 250 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DECATUR,AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	AUGUSTA,GA	BUSH
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - .250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4486
SE LAND,ME LAND	Months Since - 18	Make/Model- 2007
	Aircraft Type - PA-23	Instrument- 1347
		Multi-Eng - 3486
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED FOLLOWING AN ATTEMPTED MISSED APPROACH TO RWY 17. THE PILOT STATED THAT THE AIRCRAFT HAD GOTTEN INTO SUCH A POSITION ON FINAL APPROACH THAT A NORMAL LANDING WAS NOT POSSIBLE. THE FLIGHT HAD DESCENDED BELOW THE DECISION HEIGHT AND WAS OFF THE LOCALIZER CENTERLINE. THE PILOT ALLOWED THE PILOT/PASSENGER TO FLY THE AIRCRAFT. THE PILOT IN COMMAND WAS FLYING THE AIRCRAFT WHEN IT COLLIDED WITH THE TREES AND POWERLINES.

Brief of Accident (Continued)

File No. - 386

1/18/88

AUGUSTA, GA

A/C Reg. No. N101JR

Time (Lc1) - 2130 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. LIGHT CONDITION - DARK NIGHT
 3. WEATHER CONDITION - FOG
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 6. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 380 2/16/88 GAINESVILLE,GA A/C Reg. No. N9265T Time (Lcl) - 2120 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	ON AIRPORT
Method - TV/RADIO	ATLANTA,GA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GAINESVILLE,GA	LEE GILMER MEMORIAL
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
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 - 327
SE LAND	Months Since - 4	Make/Model- 45
	Aircraft Type - PA-38	Instrument- 47
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPTD THAT HE INADVERTENTLY ALLOWED THE AIRPLANE TO DESCEND BELOW THE VASI GLIDEPATH WHILE ON SHORT-FINAL, AND THAT HE FAILED TO REACT IN TIME TO CORRECT THE SITUATION. THE AIRPLANE SUBSEQUENTLY IMPACTED AN EMBANKMENT SHORT OF THE RWY THRESHOLD, IN A NOSE-HIGH ATTITUDE. THE PLT INDICATED THAT HE HAD "FIXATED" ON THE RWY THRESHOLD LIGHTS DURING THE NIGHTTIME APPCH, WHICH RESULTED IN HIS FAILURE TO DETECT THE DESCENT BELOW THE GLIDEPATH.

Brief of Accident (Continued)

File No. - 380

2/16/88

GAINESVILLE, GA

A/C Reg. No. N9265T

Time (Lcl) - 2120 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. DIVERTED ATTENTION - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 274 2/21/88 CONCORD, GA A/C Reg. No. N623CH Time (Lcl) - 1500 EST

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

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

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

Make/Model - BEECH 77	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 - 1675	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ANNISTON, AL	FLYING H
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 54
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 54
		Last 30 Days- 26
		Instrument- 0
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

PIC OBTAINED WX BRIEF OF HIGH WINDS FROM NORTHWEST WITH STRONG GUSTS. TAKEOFF WAS FROM PVT STRIP WITH WIND SOCK WHICH SHOWED WIND ALIGNED WITH RWY 01. AS TAKEOFF ROLL WAS BEGUN WIND SHIFTED TO 90 DEGREES LEFT CROSSWIND. AT ROTATION LEFT WING WAS LIFTED BY CROSSWIND, RIGHT WING STALLED DUE TO BLANKING BY FUSELAGE AND SUDDEN DECREASE IN RELATIVE WIND. RIGHT WING TIP DRAGGED THE SOD RWY AND ACFT VEERED RIGHT INTO A FENCE. PIC STATED HE BELIEVED CROSSWIND LIMIT WAS 24-25 KTS. PILOT HANDBOOK STATES DEMONSTRATED CROSSWIND IS 15 KTS. RPTED GUSTS EXCEEDED CROSSWIND LIMIT BY 8 KTS.

Brief of Accident (Continued)

File No. - 274

2/21/88

CONCORD, GA

A/C Reg. No. N623CH

Time (Lcl) - 1500 EST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - ABORTED

Finding(s)

5. OBJECT - FENCE POST

----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. - 395 3/19/88 VILLA RICA,GA A/C Reg. No. N60586 Time (Lcl) - 1354 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIIP

Airport Data

STOCKMAR
Runway Ident - 27
Runway Lth/Wid - 2500/ 50
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 66
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-172

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

Total	- 3000	Last 24 Hrs	- UNK/NR
Make/Model-	1500	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS LANDED TO THE WEST ON A 2500' DIRT STRIP. TREES, ABOUT 25-30' HIGH BOUNDED THE APPROACH THRESHOLD. WIND WAS VARIABLE NW TO W GUSTING 15-18 KTS. PIC SAID ACFT DROPPED OUT FROM UNDER HIM AND LANDED HARD. AFTER BOUNCING IT LANDED ON NOSE GEAR WHICH FOLDED AFT AND THE ACFT NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 395

3/19/88

VILLA RICA,GA

A/C Reg. No. N60586

Time (Lc1) - 1354 EST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - INADEQUATE - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 326 4/10/88 CHAMBLEE,GA A/C Reg. No. N722HS Time (Lcl) - 1215 EDT

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

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

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

Make/Model - CHRISTEN EAGLE II	Eng Make/Model - LYCOMING IO-360-A1D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ATLANTA,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WINDER,GA	
Wind Dir/Speed- 190/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----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 - NO	Total - 2500
SE LAND	Months Since - 30	Make/Model- 39
	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-----

ABOUT TWO MINUTES AFTER LEVEL OFF AT CRUISE ALTITUDE THE ENGINE LOST POWER. EMERGENCY ACTIONS BY THE PILOT/BUILDER WERE UNSUCCESSFUL IN RESTARTING THE ENGINE. AN ATTEMPT TO REACH THE DEPARTURE AIRPORT WAS MADE, BUT ALTITUDE WAS INSUFFICIENT. AN OFF AIRPORT LANDING WAS ATTEMPTED BUT NO CLEAR AREAS WERE AVAILABLE. THE AIRCRAFT COLLIDED WITH SOME TREES AND A HOUSE. NO FUEL WAS FOUND IN THE AIRCRAFT FUEL TANKS. THE OWNER REPORTED THAT HE USED A DIP-STICK TO CHECK THE FUEL SUPPLY THE DAY PRIOR TO THIS FLIGHT. HE DID NOT RECHECK THE FUEL SUPPLY PRIOR TO DEPARTURE.

Brief of Accident (Continued)

File No. - 326

4/10/88

CHAMBLEE,GA

A/C Reg. No. N722HS

Time (Lc1) - 1215 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 307 1/12/88 HAILEY, ID

A/C Reg. No. N180W

Time (Lcl) - 1126 MST

-----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 -MANEUVERING

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

Make/Model - CESSNA 180

Eng Make/Model - CONTINENTAL O-470-R

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2550

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 230 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/004 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GOODING, ID

Destination

HAILEY, ID

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Age - 45

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 1400

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 17

Make/Model- 450

Last 30 Days- UNK/NR

Aircraft Type - C-206

Instrument- 0

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS CESSNA 180 WAS ON A VFR FLIGHT FROM GOODING, IDAHO TO HAILEY, IDAHO WHEN IT DISAPPEARED. THE WRECKAGE WAS LATER FOUND IN A STEEP CANYON ABOUT 15 MILES FROM THE DESTINATION. NO MECHANICAL FAILURES WERE FOUND. GOOD VFR WEATHER CONDITIONS EXISTED AT THE TIME OF THE ACCIDENT. THE ACCIDENT SITE WAS 8 MILES OFF COURSE IN A SCENIC AREA WEST OF HAILEY.

Brief of Accident (Continued)

File No. - 307

1/12/88

HAILEY, ID

A/C Reg. No. N180W

Time (Lcl) - 1126 MST

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

Finding(s)

1. TERRAIN CONDITION - BOX CANYON
 2. IN-FLIGHT PLANNING/DECISION - POOR - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 256 6/17/88 OROFINO, ID A/C Reg. No. N62961 Time (Lcl) - 1845 PDT

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPOKANE, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOISE VALLEY, ID	CAYUSE CREEK
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 70
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1500 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - ROUGH
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 390
SE LAND	Months Since - 1	Make/Model- 290
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 4
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT DUE TO ENCIRCLING TSTMS, ELECTED A PRECAUTIONARY LANDING AT 1800-FOOT USFS (FORREST SERVICE) EMRRGENCY STRIP. TOUCHDOWN WAS LONG AND GO-AROUND RESULTED IN A STALL/MUSH INTO THE TREES.

Brief of Accident (Continued)

File No. - 256

6/17/88

OROFINO, ID

A/C Reg. No. N62961

Time (Lc1) - 1845 PDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

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. - 364 7/13/88 ATHOL, ID A/C Reg. No. N2886S Time (Lc1) - 1900 PDT

-----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	ON GROUND		0	0	0	0
Accident Occurred During	- TAKEOFF						

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

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

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

<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 - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>HACKNEY AIR PARK</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 4000/ 150</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>STUDENT</p>	<p>Age - 32</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 - 39</p> <p>Make/Model- 9</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING FULL STOP LANDINGS. HE FAILED TO RAISE THE FLAPS FROM FULL DOWN AFTER THE PREVIOUS LANDING. ON THE SUBSEQUENT TAKEOFF, THE AIRCRAFT BECAME AIRBORNE PREMATURELY. THE PILOT REDUCED THE POWER AND THE AIRCRAFT STALL/MUSHED ONTO THE RUNWAY.

Brief of Accident (Continued)

File No. - 364

7/13/88

ATHOL, ID

A/C Reg. No. N2886S

Time (Lcl) - 1900 PDT

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

Finding(s)

1. CHECKLIST - NOT PERFORMED - PILOT IN COMMAND
2. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 365 3/17/88 TAYLORVILLE, IL A/C Reg. No. N5759H Time (Lcl) - 2030 CST

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

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

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

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT			
No. of Seats	- 7	Rated Power	- 580 HP			

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	Destination	
Completeness	- N/A	SPRINGFIELD, IL	Airport Data
Basic Weather	- IMC	ATC/Airspace	Runway Ident
Wind Dir/Speed	- 270/006 KTS	Type of Flight Plan	- N/A
Visibility	- 2.000 SM	Type of Clearance	- N/A
Lowest Sky/Clouds	- UNK/NR	Type Apch/Lndg	- N/A
Lowest Ceiling	- 400 FT OVERCAST		
Obstructions to Vision	- FOG		
Precipitation	- SNOW		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3000	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 12	Make/Model - 800	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - 206L-1	Instrument - 260	Last 90 Days - 85
		Multi-Eng - 370	Rotorcraft - 1400

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER EXPERIENCED A LOSS OF CONTROL WHILE IN SLOW FLIGHT OUT OF GROUND EFFECT. THE HELICOPTER IMPACTED THE GROUND IN A BLACK PLOWED FIELD DURING A PERIOD OF LOW VISIBILITY DUE TO SNOW. THE OCCURRENCE HAPPENED IN A REMOTE AREA WITH FEW GROUND REFERENCE LIGHTS.

Brief of Accident (Continued)

File No. - 365

3/17/88

TAYLORVILLE, IL

A/C Reg. No. N5759H

Time (Lc1) - 2030 CST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - SNOW
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - 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. - 228 4/16/88 MT. VERNON, IL A/C Reg. No. N8891X Time (Lcl) - 1220 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	EFFINGHAM, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MT. VERNON, IL	MT. VERNON
Wind Dir/Speed- 350/006 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 150.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3149/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 91
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 19
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ELECTING TO GO-AROUND ON HIS FIRST APPROACH, THE STUDENT PILOT BALLOONED THE AIRCRAFT AS HE PASSED OVER THE RUNWAY ON THE SECOND APPROACH. REMEDIAL ACTION WAS ATTEMPTED, BUT THE PILOT OVERCONTROLLED AND THE AIRCRAFT STRUCK THE RUNWAY SLIGHTLY NOSEWHEEL FIRST AND VERY HARD. THE PILOT STATED THAT HE WAS EXTREMELY FATIGUED.

Brief of Accident (Continued)

File No. - 228

4/16/88

MT. VERNON, IL

A/C Reg. No. N8891X

Time (Lc1) - 1220 CDT

Occurrence #1 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 338 1/04/88 FORT WAYNE, IN A/C Reg. No. N3003M Time (Lcl) - 2045 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor

0 1
0 1

None
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/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- 290/016 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
DAVENPORT, IA
Destination
FORT WAYNE, IN

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 - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 122 Last 24 Hrs - 0
Make/Model- 41 Last 30 Days- UNK/NR
Instrument- 9 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

PILOT ON NIGHT CROSS COUNTRY FLIGHT WITH CLEAR, VERY COLD WEATHER, EXPERIENCED TOTAL LOSS OF ENGINE POWER WHILE CRUISING AT 7500 FEET MSL. APPROACH CONTROL GAVE POSITION OF CLOSEST FIELD, BUT PILOT ELECTED TO CONTINUE TO DESTINATION WHICH WAS FIVE MILES FARTHER. WHEN PILOT REALIZED HE COULD NOT MAKE INTENDED DESTINATION, HE ACCEPTED VECTORS TO CLOSEST FIELD. PILOT DID NOT THINK THAT FIELD COULD BE MADE AND ELECTED TO MAKE A LANDING ON HIGHWAY. THE ACFT HIT A LIGHT POLE WHILE MANUEVERING FOR A SHORT FINAL APPROACH WITH THE HIGHWAY. ENGINE INSPECTION COULD FIND NO DEFECTS. ENGINE RAN WELL AND PRODUCED NORMAL POWER IN TEST CELL. THE PILOT REPORTED THAT THERE WAS ONLY 2200 RPM AT FULL THROTTLE BOTH ON THE GROUND AND IN CRUISE. HE FURTHER STATED THAT HE WAS NOT UTILIZING THE WINTERIZATION KIT. THE MAXIMUM OIL TEMP WAS 80 DEGREES F. ACCORDING TO THE ENGINE MANUFACTURER, OPERATION AT SEVERE TEMPERATURES CAN ALLOW MINUTE ICE PARTICLES TO COLLECT ON THE CARBURETOR INLET SCREEN AND BLOCK SOME OR ALL OF THE FUEL FLOW.

Brief of Accident (Continued)

File No. - 338

1/04/88

FORT WAYNE, IN

A/C Reg. No. N3003M

Time (Lcl) - 2045 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. FLUID, FUEL - STARVATION
3. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. OBJECT - UTILITY 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) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 330 2/16/88 MARTINSVILLE, IN A/C Reg. No. N21197 Time (Lcl) - 0840 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

Eng Make/Model - ALLISON 250-C20J
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 112/019 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
INDIANAPOLIS, IN
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

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 - 10111 Last 24 Hrs - 1
Make/Model- 2705 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - 10098

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENGAGED IN INTENTIONAL LOW LEVEL FLIGHT FOR THE PURPOSE OF DOING ADVERTISING PHOTOGRAPHY, THE HELICOPTER EXPERIENCED A WIRE STRIKE. THE WIRE WOUND AROUND THE MAIN ROTOR AND PULLED THE HELICOPTER TO THE GROUND. THE HELICOPTER RECEIVED SUBSTANTIAL DAMAGE. THE PILOT AND ONE PASSENGER RECEIVED SERIOUS INJURIES AND ONE PASSENGER SUSTAINED NO REPORTED INJURIES.

Brief of Accident (Continued)

File No. - 330

2/16/88

MARTINSVILLE, IN

A/C Reg. No. N21197

Time (Lc1) - 0840 EST

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

Finding(s)

1. OBJECT - WIRE, STATIC
 2. VISUAL LOOKOUT - INADEQUATE - 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 - ROUGH/UNEVEN
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 241 3/03/88 INDIANAPOLIS,IN A/C Reg. No. N4741K Time (Lcl) - 1410 EST

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

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

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

Make/Model - CESSNA P210	Eng Make/Model - CONTINENTAL TS10-520-P	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	PLYMOUTH,IN	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	INDIANAPOLIS,IN	INDIANAPOLIS
Wind Dir/Speed- 050/009 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 1.250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - VOR/TVOR	Runway Status - ICE COVERED
Obstructions to Vision- FOG		
Precipitation - SNOW		
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,CFI	Current - YES	Total - 11567
SE LAND,ME LAND	Months Since - 6	Make/Model- 600
	Aircraft Type - UNK/NR	Instrument- 1263
		Multi-Eng - 4985
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 43
		Rotorcraft - 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING ON THE ICE-COVERED RUNWAY, THE PILOT FAILED TO STOP HIS AIRCRAFT BEFORE THE END OF THE RUNWAY. THE AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY, ENCOUNTERED SOFT TERRAIN AND NOSED OVER. THE PILOT HAD RECEIVED TWO PARTIAL WEATHER BRIEFINGS, BUT NEVER INQUIRED ABOUT RUNWAY CONDITIONS AT HIS DESTINATION.

Brief of Accident (Continued)

File No. - 241

3/03/88

INDIANAPOLIS, IN

A/C Reg. No. N4741K

Time (Lcl) - 1410 EST

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

Finding(s)

1. TERRAIN CONDITION - ICY
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 339 3/16/88 EVANSVILLE, IN A/C Reg. No. N15567 Time (Lcl) - 1719 CST

-----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	1	1
Accident Occurred During -DESCENT					

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EVANSVILLE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKY LANE
Wind Dir/Speed- 010/006 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 583
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 19
		Instrument- 112
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT ATTEMPTED MAXIMUM GROSS WEIGHT TAKE-OFF FROM SOFT SOGGY FIELD WITH 10 DEGREE FLAPS SELECTED. STALL WARNING ACTIVATED ON LIFT-OFF, AIRCRAFT CLIMBED TO APPROXIMATELY 50 FEET THEN BEGAN LOSING ALTITUDE AND AIRSPEED, MADE UNCONTROLLED LANDING IN MUDDY FIELD ONE-HALF MILE FROM AIRPORT. INVESTIGATION DETERMINED THAT THE AIRCRAFT WAS AT MAXIMUM GROSS WEIGHT AND FORWARD CENTER OF GRAVITY LIMIT WAS EXCEEDED. AIRCRAFT OPERATING MANUAL RECOMMENDS 25 DEGREE FLAPS FOR SOFT FIELD TAKE-OFF. THIS WAS PILOT'S FIRST EXPERIENCE WITH A MAXIMUM GROSS WEIGHT OPERATION.

Brief of Accident (Continued)

File No. - 339

3/16/88

EVANSVILLE, IN

A/C Reg. No. N15567

Time (Lcl) - 1719 CST

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

Finding(s)

1. TERRAIN CONDITION - SOFT
2. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
7. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - SOFT

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

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

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. - 351 4/25/88 ALEXANDRIA, IN A/C Reg. No. N80269 Time (Lcl) - 1045 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
ON GROUND

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
3

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

Basic Weather - VMC

Wind Dir/Speed- 090/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

ALEXANDRIA
Runway Ident - 09
Runway Lth/Wid - 2590/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 36

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 410 Last 24 Hrs - 1
Make/Model- 385 Last 30 Days- 1
Instrument- 113 Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT EXPERIENCED INTERMITTENT ENGINE OPERATION WHILE ON FINAL, FOLLOWED BY COMPLETE ENGINE FAILURE ON LANDING ROLLOUT. PILOT NOTICED SMOKE ENTERING COCKPIT DURING RESTART ATTEMPT. AIRCRAFT WAS EVACUATED BY PILOT AND THREE PASSENGERS. THERE WAS AN ENGINE COMPARTMENT FIRE. THE CARBURETOR BOWL HAD SEPARATED FROM THE CARBURETOR BASE ALLOWING FUEL TO FREELY FLOW INTO THE ENGINE COMPARTMENT. THE THREADS IN THE CARBURETOR BOWL WERE STRIPPED. AT THE LAST ANNUAL INSPECTION, 96 OPERATING HOURS PRIOR TO THIS OCCURRENCE, MAINTENANCE WAS PERFORMED ON THE CARBURETOR TO TIGHTEN THE SCREWS WHICH SECURE THE BOWL TO THE BASE.

Brief of Accident (Continued)

File No. - 351

4/25/88

ALEXANDRIA,IN

A/C Reg. No. N80269

Time (Lc1) - 1045 EST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM,CARBURETOR - LOOSE
2. MAINTENANCE,ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM,CARBURETOR - STRIPPED THREAD

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. FUSELAGE,CREW COMPARTMENT - SMOKE

Occurrence #3 FIRE
Phase of Operation LANDING - ROLL

Finding(s)

5. FLUID,FUEL - LEAK
6. POWERPLANT - FIRE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 369 1/02/88 SPRINGFIELD,KY A/C Reg. No. N2906X Time (Lcl) - 1500 EST

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

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

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2275	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEBANON-SPRINGFIELD
Wind Dir/Speed- 280/004 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 25000 FT THIN BKN	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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 880
SE LAND	Months Since - 14	Make/Model- 9
	Aircraft Type - PA-28	Instrument- 71
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ONE WITNESS STATED THAT THE ENG MISFIRED DURING THE TAKEOFF ROLL, OTHERS STATED THAT THE ACFT WAS ABOUT 75 FT HIGH WHEN IT LOST POWER. THERE WERE SEVERAL INTERRUPTIONS OF POWER BEFORE IT QUIT TOTALLY. THE PILOT ATTEMPTED TO RETURN TO THE DEPARTURE AIRFIELD. THE AIRCRAFT IMPACTED THE TERRAIN IN A LEFT TURN. AUTOMOTIVE FUEL WAS BEING USED. WATER/ICE WAS FOUND IN THE CARBURETOR. ACCORDING TO WITNESSES THE PILOT HAD COMPLAINED ON NUMEROUS OCCASIONS ABOUT WATER IN THE FUEL. AUTOMOTIVE FUEL COULD NOT BE OBTAINED AT THE AIRPORT AND WAS CARRIED TO THE AIRPORT BY THE PILOT IN CONTAINERS FROM UNKNOWN SOURCES.

Brief of Accident (Continued)

File No. - 369

1/02/88

SPRINGFIELD,KY

A/C Reg. No. N2906X

Time (Lcl) - 1500 EST

Occurrence #1 LOSS OF ENGINE POWER

Phase of Operation TAKEOFF - INITIAL CLIMB

1. FLUID,FUEL - WATER

2. FLUID,FUEL - ICE

3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation . MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 236

5/22/88

ANNAPOLIS, MD

A/C Reg. No. N3173C

Time (Lcl) - 1100 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----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-J

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 225 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- 330/005 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

LEE

Runway Ident - 30

Runway Lth/Wid - 2450/ 50

Runway Surface - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 69

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 17

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLLOUT THE AIRCRAFT DRIFTED TO THE LEFT. THE LEFT MAIN WHEEL DEPARTED THE PAVEMENT AND ENCOUNTERED SOFT TERRAIN. THE AIRCRAFT GROUNDLOOPEED AND NOSED OVER. THE PILOT DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 236

5/22/88

ANNAPOLIS, MD

A/C Reg. No. N3173C

Time (Lc1) - 1100 EDT

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 340 3/05/88 LOWELL, MI A/C Reg. No. N3969C Time (Lcl) - 1500 EST

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

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

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

Make/Model	- GALLOWAY XTC	Eng Make/Model	- ROTAX 447	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 43 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	LOWELL
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 24
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	Type Apch/Lndg	- 1850/ 75
Obstructions to Vision		Runway Surface
Precipitation		- GRASS/TURF
Condition of Light		Runway Status
		- DRY

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

Pilot-In-Command	Age - 63	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 609
SE LAND, SE SEA	Months Since	Make/Model	- 55
	Aircraft Type	Instrument	- 12
		Last 24 Hrs	- 2
		Last 30 Days	- 2
		Last 90 Days	- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE HOMEBUILT AIRCRAFT WAS ATTEMPTING TO PERFORM SOME "PATTERN FLIGHTS" WHEN, AFTER TURNING ON TO THE BASE LEG OF THE TRAFFIC PATTERN, THE ENGINE SEIZED. THE PILOT ATTEMPTED TO "DEAD STICK" THE AIRCRAFT TO THE RUNWAY, BUT ALTITUDE AND AIRSPEED WERE NOT SUFFICIENT ENOUGH FOR THE AIRCRAFT TO REACH THE RUNWAY. SUBSEQUENTLY THE AIRCRAFT COLLIDED WITH SOME TREES APPROXIMATELY 100 FEET SHORT OF THE RUNWAY. INVESTIGATION REVEALED A BURNED BEARING WHICH HAD ROTATED IN THE CRANKCASE.

Brief of Accident (Continued)

File No. - 340

3/05/88

LOWELL,MI

A/C Reg. No. N3969C

Time (Lc1) - 1500 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. ENGINE ASSEMBLY,BEARING - BURNED
2. ENGINE ASSEMBLY,BEARING - SEIZED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)

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

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

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. - 379 4/04/88 ALLEGAN, MI A/C Reg. No. N84PG Time (Lcl) - 1745 EDT

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

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

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3750	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	ALLEGAN, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 961	Last 24 Hrs - 8	
SE LAND	Months Since - 8	Make/Model- 40	Last 30 Days- 35	
	Aircraft Type - C-150	Instrument- 46	Last 90 Days- 35	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD JUST COMPLETED TWO SWATH RUNS AND WAS TURNING TO START THE THIRD WHEN THE AIRCRAFT BEGAN TO BUFFET AND APPROACHED A STALL. THE PILOT THEN LOWERED THE NOSE OF THE AIRCRAFT AND ADDED FULL THROTTLE. AFTER APPLYING FULL THROTTLE THE PILOT STATED HE DID NOT HEAR THE ENGINE RESPOND. AS THE AIRCRAFT APPROACHED THE GROUND THE PILOT STATED HE APPLIED BACK PRESSURE "...SEVERAL TIMES WITH NEAR STALL CONTROL FEELINGS", BUT THE AIRCRAFT CONTINUED IT'S UNCONTROLLED DESCENT AND SUBSEQUENTLY CLIPPED SOME TREES BEFORE IMPACTING THE GROUND. ALTHOUGH A WITNESS STATED HEARING THE ENGINE BACKFIRE SHORTLY BEFORE IMPACT, DURING THE INVESTIGATION NOTHING WAS FOUND MECHANICALLY WRONG WITH THE ENGINE. THE WEATHER CONDITIONS AT THE TIME OF THE ACCIDENT DO CORRELATE WITH THE RANGE OF CONDITIONS ASSOCIATED WITH THE FORMATION OF CARBURETOR ICE, AND THE ENGINE, ACCORDING TO THE PILOT AND WITNESS STATEMENTS, DID EXHIBIT SOME INDICATIONS THAT CARBURETOR ICE MAY HAVE FORMED.

Brief of Accident (Continued)

File No. - 379

4/04/88

ALLEGAN, MI

A/C Reg. No. N84PG

Time (Lcl) - 1745 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 352 4/10/88 MT. PLEASANT, MI A/C Reg. No. N528MS Time (Lcl) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
	Fatal	Serious	Minor	None	
Crew	0	0	0	1	
Pass	0	0	0	0	

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - ANDERSON PITTS S-1S
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - LYCOMING O-320-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

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, ATP, CFI
SE LAND, ME LAND, SE SEA

Age - 41
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - F-50

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 11591
Make/Model- 75
Instrument- 253
Multi-Eng - 10666
Last 24 Hrs - 1
Last 30 Days- 10
Last 90 Days- 71

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS PERFORMING SOME INVERTED MANEUVERS WHEN THE ENGINE QUIT. THE PILOT STATED HE ATTEMPTED TO RESTART THE ENGINE BUT WAS UNABLE TO. HE THEN EXECUTED AN EMERGENCY LANDING IN A FARM FIELD. DURING THE LANDING ROLL THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL AND STRUCK A FURROW IN THE CULTIVATED SOIL CAUSING IT TO FLIP OVER ONTO ITS BACK, SUBSTANTIALLY DAMAGING THE AIRCRAFT. ACCORDING TO A MECHANIC, THE ENGINE QUIT AS A RESULT OF AN INCORRECT FLOP TUBE INSTALLED IN THE INVERTED FUEL SYSTEM WHEN THE HOMEBUILT AIRCRAFT WAS CONSTRUCTED. THE INCORRECT PART WAS CONSTRUCTED OF GARDEN HOSE MATERIAL AND WAS INCAPABLE OF SUPPLYING FUEL TO THE AIRCRAFT INVERTED AND WHEN THE FUEL QUANTITY WAS LOW.

Brief of Accident (Continued)

File No. - 352

4/10/88

MT. PLEASANT, MI

A/C Reg. No. N528MS

Time (Lc1) - 1145 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING

Finding(s)

1. MAINTENANCE, DESIGN CHANGE - IMPROPER - MANUFACTURER
 2. FUEL SYSTEM, LINE - INADEQUATE
 3. FLUID, FUEL - STARVATION
 4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 231 4/30/88 FLUSHING,MI A/C Reg. No. N5965U Time (Lcl) - 1915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING - ROLL	Crew	0	0	1	0
	Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA28-140D	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 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	FLINT,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FLUSHING,MI	DALTON
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 140.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1850/ 200
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 86
SE LAND	Months Since - 10	Last 24 Hrs - 1
	Aircraft Type/- UNK/NR	Make/Model- 86
		Last 30 Days- 2
		Instrument- 0
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH FOR LANDING ON A SHORT, GRASS STRIP, THE PILOT SAID SHE ENCOUNTERED SUNGLARE WHICH RESTRICTED HER VISIBILITY SUCH THAT SHE WAS UNABLE TO JUDGE THE LANDING. TOUCHDOWN OCCURRED WITH INSUFFICIENT RUNWAY REMAINING TO STOP THE AIRCRAFT. THE AIRCRAFT LEFT THE RUNWAY AT THE DEPARTURE END, STRUCK A TREE WITH THE LEFT WING, AND CAME TO REST IN A STAND OF TREES ACROSS THE STREET FROM THE RUNWAY. A NEARBY WX OBSERVATION STATION INDICATED A 6 KNOT TAILWIND FOR THE RWY.

Brief of Accident (Continued)

File No. - 231

4/30/88

FLUSHING, MI

A/C Reg. No. N5965U

Time (Lcl) - 1915 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
 3. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
 4. WEATHER CONDITION - TAILWIND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

Brief of Accident

File No. - 230 4/30/88 WHITTEMORE,MI A/C Reg. No. N6433R Time (Lcl) - 1315 EDT

-----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	2

-----Aircraft Information-----

Make/Model - PIPER PA-28-140D	Eng Make/Model - LYCOMING O-320-E2A	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 ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAGINAW,MI	
Method - N/A	Destination WHITTEMORE,MI	Airport Data
Completeness - N/A		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2600/ 35
Wind Dir/Speed- 300/010 KTS	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 20000 FT SCATTERED	Type Apch/Lndg - FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 186
SE LAND	Months Since - 19	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 42
		Instrument- 40
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON A FARMER'S STRIP, THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT. THE AIRCRAFT SWERVED OFF THE LEFT SIDE OF THE STRIP, INTO A PLOWED FIELD WHERE IT STRUCK A ROCK.

Brief of Accident (Continued)

File No. - 230

4/30/88

WHITTEMORE,MI

A/C Reg. No. N6433R

Time (Lc1) - 1315 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND 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) 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. - 226 5/16/88 CHARLOTTE,MI A/C Reg. No. N8800C Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - PIPER PA-22-135
Landing Gear - TRICYCLE-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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 260/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WAUSEON,OH
Destination
CHARLOTTE,MI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

CHARLOTTE
Runway Ident - 24
Runway Lth/Wid - 1950/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 45
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 55 Last 24 Hrs - UNK/NR
Make/Model- 35 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

DURING TOUCHDOWN IN A SLIGHT RIGHT CROSSWIND, THE STUDENT PILOT INAPPROPRIATELY APPLIED RIGHT RUDDER PRESSURE. THE AIRCRAFT YAWED TO THE RIGHT AND LEFT THE SOD RUNWAY, VEERING INTO A PLOWED FIELD. THE AIRCRAFT STRUCK A FURROW AND NOSED OVER.

Brief of Accident (Continued)

File No. - 226

5/16/88

CHARLOTTE, MI

A/C Reg. No. N8800C

Time (Lcl) - 1100 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

Brief of Accident

File No. - 247 1/14/88 MANKATO, MN A/C Reg. No. N713LS Time (Lci) - 1430 CST

-----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 - TAXI

Fire
NONE

Crew
Pass

-----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/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- 140/016 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANKATO, MN
Destination
OWATONNA, MN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MANKATO MUNI
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - SNOW - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 734
Make/Model- 166
Instrument- 126
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO START THE AIRCRAFT ENGINE BUT THE STARTER WOULD NOT ENGAGE. THE PILOT THEN TURNED THE MASTER SWITCH OFF, LEAVING THE AIRCRAFT MAGNETOS AND MIXTURE ON, AND LEFT THE AIRCRAFT TO ATTEMPT TO REPOSITION THE FLY WHEEL BY TURNING THE PROPELLER. THE PILOT ROTATED THE PROPELLER CLOCKWISE AND THE ENGINE FIRED. AS THE ENGINE GAINED RPM'S THE AIRCRAFT STARTED MOVING AND ROLLED INTO A NEARBY HANGAR SUBSTANTIALLY DAMAGING THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 247

1/14/88

MANKATO,MN

A/C Reg. No. N713LS

Time (Lcl) - 1430 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - PRE-FLIGHT

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. STARTING PROCEDURE - POOR - PILOT IN COMMAND
3. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

4. OBJECT - AIRPORT FACILITY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 331 2/24/88 MINNEAPOLIS,MN A/C Reg. No. N6228U Time (Lcl) - 0100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - MOONEY M-20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

CRYSTAL
Runway Ident - 23R
Runway Lth/Wid - 2499/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 184	Last 24 Hrs - 2
Make/Model- 102	Last 30 Days- UNK/NR
Instrument- 15	Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EXECUTING TOUCH AND GO LANDINGS THE PILOT'S ATTENTION WAS DIVERTED INSIDE THE AIRCRAFT WHILE ADJUSTING THE INTERIOR LIGHTS TO DETERMINE THE POSITION OF THE FLAPS. HE LOST CONTROL OF THE AIRCRAFT AND IT DEPARTED THE RUNWAY STRIKING A SNOW BANK.

Brief of Accident (Continued)

File No. - 331

2/24/88

MINNEAPOLIS,MN

A/C Reg. No. N6228U

Time (Lcl) - 0100 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

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) 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. - 336 2/26/88 WARROAD, MN A/C Reg. No. N53808 Time (Lcl) - 1744 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/011 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
WARROAD, MN
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, CFI
SE LAND, ME LAND, SE SEA

Age - 22
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 7GCBC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	1817
Make/Model-	53
Instrument-	82
Multi-Eng -	73
Last 24 Hrs -	1
Last 30 Days-	9
Last 90 Days-	14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT EXPERIENCED A LOSS OF CONTROL AND RAPID DESCENT ONTO THE ICE IN WHAT WITNESSES DESCRIBED AS A SPIN TYPE MANEUVER FROM A LOW ALTITUDE. THE PURPOSE OF THE FLIGHT WAS A LOW LEVEL PHOTO MISSION. THE AIRCRAFT WAS DESTROYED. THE PILOT AND PASSENGER RECEIVED FATAL INJURIES.

Brief of Accident (Continued)

File No. - 336

2/26/88

WARROAD, MN

A/C Reg. No. N53808

Time (Lc1) - 1744 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 227 4/06/88 SAUK CENTER, MN A/C Reg. No. N62218 Time (Lcl) - 1155 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -CRUISE			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	MONTEVIDEO, MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MINNEAPOLIS, MN	Runway Ident - N/A
Wind Dir/Speed- 280/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - ICE
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - ICE COVERED
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
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)
STUDENT	Current - N/A	Total - 32
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 30
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE ON THE LAST LEG OF A SOLO CROSS COUNTRY INSTRUCTIONAL FLIGHT, THE STUDENT PILOT EXPERIENCED A ROUGH RUNNING ENGINE, FOLLOWED BY AN ENGINE FAILURE. THE PILOT ELECTED TO LAND ON A FROZEN LAKE, EXECUTED EMERGENCY PROCEDURES, AND MADE A HARD LANDING ON THE LAKE. POST ACCIDENT EXAMINATION REVEALED 2-3 QUARTS OF WATER IN THE LEFT TANK, AND SMALL AMOUNTS IN THE RIGHT TANK AND FUEL BOWL. THE STUDENT STATED THAT HE DID NOT PREFLIGHT AFTER TAKING ON FUEL AT HIS FIRST ENROUTE AIRPORT.

Brief of Accident (Continued)

File No. - 227

4/06/88

SAUK CENTER, MN

A/C Reg. No. N62218

Time (Lcl) - 1155 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLARE - IMPROPER - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. TERRAIN CONDITION - WATER, FROZEN

-----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. - 366 4/28/88 LONSDALE,MN A/C Reg. No. N67338 Time (Lcl) - 1610 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/010 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
EDEN PRAIRIE,MN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 16

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	- 34	Last 24 Hrs	- 1
Make/Model-	20	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS FIRST SOLO FLIGHT OUTSIDE THE AIRPORT TRAFFIC AREA AND WAS PRACTICING MANEUVERS PRESCRIBED BY HIS FLIGHT INSTRUCTOR INCLUDING SLOW FLIGHT AND STALL TYPE MANEUVERS. THE AIRCRAFT EXPERIENCED A LOSS OF CONTROL, FOLLOWED BY AN UNCONTROLLED DESCENT INTO THE GROUND.

Brief of Accident (Continued)

File No. - 366

4/28/88

LONSDALE, MN

A/C Reg. No. N67338

Time (Lcl) - 1610 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - IMPROPER - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. STALL/SPIN - ENCOUNTERED - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 229 5/03/88 EDEN PRAIRIE, MN A/C Reg. No. N29935 Time (Lcl) - 1223 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL		Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- NORTH AMERICAN AT-6D	Eng Make/Model	- P&W 1340-AN1	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT
Method - N/A		GLENCOE, MN	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		SAME AS ACC/INC	FLYING CLOUD
Wind Dir/Speed- 110/020 KTS		ATC/Airspace	Runway Ident - UNK/NR
Visibility - 150.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - 25000 FT THIN BKN		Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE		Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE			
Precipitation - NONE			
Condition of Light - DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 24500
SE LAND, ME LAND	Months Since - 10	Make/Model- 585
	Aircraft Type - AT-6D	Instrument- 1700
		Multi-Eng - 23787
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN AIRCRAFT FAMILIARIZATION FOR PURPOSE OF CHECK OUT, THE PILOT ENCOUNTERED A GUSTY CROSSWIND ON LANDING AND FAILED TO MAINTAIN AIRCRAFT CONTROL. THE INSTRUCTOR PILOT TOOK OVER THE CONTROLS, BUT WAS UNABLE TO REGAIN DIRECTIONAL CONTROL, AND THE AIRCRAFT LEFT THE RUNWAY. THE PILOT ADDED POWER, BUT THE LEFT WING STRUCK A CONCRETE CULVERT, SWINGING THE AIRCRAFT AROUND TO THE LEFT. THE AIRCRAFT SKIDDED ACROSS THE EMBANKMENT, STRIKING THE PROPELLER ON THE GROUND, SHEARING THE RIGHT MAIN GEAR OFF, AND COLLAPSING THE LEFT MAIN GEAR.

Brief of Accident (Continued)

File No. - 229

5/03/88

EDEN PRAIRIE, MN

A/C Reg. No. N29935

Time (Lc1) - 1223 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - DITCH

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 212 5/28/88 LAKEVILLE, MN A/C Reg. No. N4812B Time (Lcl) - 1448 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - 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 - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WILLMAR, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKEVILLE, MN	Runway Ident - N/A
Wind Dir/Speed- 170/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 55
	Months Since - N/A	Last 24 Hrs - 6
	Aircraft Type - N/A	Make/Model- 55
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS MAKING THE FOURTH LEG OF A SOLO CROSS COUNTRY FLIGHT TOTALLING 314 NAUTICAL MILES. ALTHOUGH HE DEPARTED WITH FULL FUEL, NONE WAS ADDED DURING THE TRIP. THE AIRCRAFT EXPERIENCED A POWER FAILURE, DUE TO FUEL EXHAUSTION, APPROXIMATELY FIVE MILES SHORT OF THE FINAL DESTINATION. DURING THE PRECAUTIONARY LANDING THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED DURING A NOSE OVER. THE PILOT REPORTED NO INJURIES. INVESTIGATION REVEALED INCONSISTENT SUPERVISION AND TRAINING BY THE PILOT'S CFI.

Brief of Accident (Continued)

File No. - 212

5/28/88

LAKEVILLE, MN

A/C Reg. No. N4812B

Time (Lcl) - 1448 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
5. FUEL CONSUMPTION CALCULATIONS - INACCURATE - FLIGHT INSTRUCTOR(ON GROUND)
6. SUPERVISION - POOR - FLIGHT INSTRUCTOR(ON GROUND)
7. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
9. TERRAIN CONDITION - UPHILL
10. UNSUITABLE TERRAIN - ENCOUNTERED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6,7

Factor(s) relating to this accident is/are finding(s) 2,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 245 2/29/88 COLUMBUS,MS A/C Reg. No. N65532 Time (Lcl) - 1550 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COLUMBUS LOWNDES CO
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 100
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 464
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 227
		Instrument- 61
		Last 30 Days- UNK/NR
		Last 90 Days- 27
		Multi-Eng - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS SIMULATING A LOSS OF POWER & THEN ATTEMPTING TO TURN BACK TO THE ARPT & LAND ON THE RUNWAY THAT THEY DEPARTED FROM. AS HE WAS TURNING BACK FROM AN APPROXIMATE ALTITUDE OF 600 FEET, THE ACFT STALLED & CRASHED.

Brief of Accident (Continued)

File No. - 245

2/29/88

COLUMBUS, MS

A/C Reg. No. N65532

Time (Lcl) - 1550 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. ABORTED TAKEOFF - SIMULATED - PILOT IN COMMAND
 2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 306 4/01/88 WAYSIDE, MS A/C Reg. No. N7961 Time (Lcl) - 1050 CST

-----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 -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P & W R-1340-ANI	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BURNS AVIATION AIRSTRIP
Wind Dir/Speed - 170/012 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1600 -UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 1700 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6062
SE LAND	Months Since - 8	Last 24 Hrs - 3
	Aircraft Type - PA-22	Make/Model - 800
		Last 30 Days - UNK/NR
		Instrument - 114
		Last 90 Days - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN AERIAL APPLICATION FLT ON SHORT FINAL, THE PLT PULLED THE THROTTLE LEVER TO REDUCE AIRSPEED BUT IT BROKE AT THE POWER CONTROL QUADRANT. THE APCH WAS CONTINUED & AFTER ACFT TRAVELED APRX 1/2 THE LENGTH OF THE RWY, HE TURNED THE MAGNETO SWITCH OFF. THE ACFT TOUCHED DOWN NEAR OBSTRUCTIONS & OCCUPIED VEHICLES AT THE DEPARTURE END OF THE RWY, THE PLT INTENTIONALLY PUSHED THE CONTROL STICK FWD WHICH CAUSED THE ACFT TO NOSE OVER & COME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 306

4/01/88

WAYSIDE,MS

A/C Reg. No. N7961

Time (Lc1) - 1050 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. THROTTLE/POWER LEVER - SEPARATION
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. MANEUVER - INTENTIONAL - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 318

4/16/88

OLIVE BRANCH, MS

A/C Reg. No. N4830B

Time (Lcl) - 1215 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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/009 KTS

Visibility - 12.0 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 - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

OLIVE BRANCH

Runway Ident - 36

Runway Lth/Wid - 4000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 33

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 18 Last 24 Hrs - UNK/NR

Make/Model- 18 Last 30 Days- 4

Instrument- 0 Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AS HE WAS ROLLING OUT ON THE RUNWAY, THE RIGHT WING LIFTED, AND IN AN ATTEMPT TO CORRECT THE SITUATION, THE ACFT WENT OFF THE RIGHT SIDE OF THE RUNWAY, FLIPPED OVER AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 318

4/16/88

OLIVE BRANCH, MS

A/C Reg. No. N4830B

Time (Lcl) - 1215 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - 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) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 378 5/02/88 CENTERVILLE, MS A/C Reg. No. N7353R Time (Lcl) - 0840 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	2

-----Aircraft Information-----

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROCK HILL, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TUPELO, MS	
Wind Dir/Speed- 100/006 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 - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 20000
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 500
		Last 30 Days- UNK/NR
		Instrument- 1500
		Last 90 Days- 80
		Multi-Eng - 15000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE THOUGHT THE AIRCRAFT HAD BEEN REFUELED THE PREVIOUS EVENING. DURING PREFLIGHT HE DID NOT OBSERVE ANY FUEL IN THE AIRCRAFT FUEL TANKS. HE FURTHER STATED THAT THE AIRCRAFT FUEL QUANTITY GAUGES HAD BEEN UNRELIABLE. IN CRUISE FLIGHT BOTH ENGINES FAILED DUE TO FUEL EXHAUSTION AND HE EXECUTED A FORCED LANDING TO A PLOWED FIELD.

Brief of Accident (Continued)

File No. - 378

5/02/88

CENTERVILLE, MS

A/C Reg. No. N7353R

Time (Lc1) - 0840 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT OBTAINED - PILOT IN COMMAND
4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 341 5/15/88 OCEAN SPRINGS, MS A/C Reg. No. N7682K Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					2
					0

-----Aircraft Information-----

Make/Model - PIPER PA-20	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GULFPORT, MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GULFPARK
Wind Dir/Speed- 320/004 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1416
SE LAND,ME LAND	Months Since - 2	Make/Model- 22
	Aircraft Type - UNK/NR	Instrument- 88
		Multi-Eng - 159
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR STATED THAT THEY WERE ON THEIR THIRD TOUCH AND GO AND HAD MADE A WHEEL LANDING, AND JUST AS SHE STARTED TO RETRACT THE FLAPS, THE AIRCRAFT MADE AN APRX 30 DEGREE TURN OFF THE RIGHT SIDE OF THE RUNWAY. SHE THEN STATED THAT NO MATTER HOW MUCH CORRECTION WAS MADE TO THE LEFT, THE ACFT STILL VEERED RIGHT, STRUCK A FENCE, FLIPPED OVER THE FENCE AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 341

5/15/88

OCEAN SPRINGS, MS

A/C Reg. No. N7682K

Time (Lcl) - 0900 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 2. RAISING OF FLAPS - PERFORMED - PILOT IN COMMAND(CFI)
 3. DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

Brief of Accident

File No. - 235 - 4/15/88 DEER LODGE,MT

A/C Reg. No. N13788

Time (Lcl) - 1556 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -GO-AROUND (VFR)

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E30
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- 045/010 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
DEER LODGE,MT
Destination
FORSYTH,MT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data

DEER LODGE CITY
Runway Ident - 30
Runway Lth/Wid - 4400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2053
Make/Model- 70
Instrument- 114
Multi-Eng - 768
Last 24 Hrs - UNK/NR
Last 30 Days- 14
Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OVERWEIGHT ACFT DEPARTED ON THE SECOND LEG OF A X-COUNTRY FLT. WITNESSES STATED THAT THE ENGINE BEGAN TO RUN ROUGH DURING THE CLIMB AFTER TAKE-OFF. A RETURN TO THE AIRPORT WAS CONDUCTED AND THE ENGINE RETURNED TO NORMAL OPERATION JUST PRIOR TO FLARING FOR LANDING. THE PILOT ELECTED TO ABORT THE LANDING. AFTER INITIATING A CLIMB THE ENGINE AGAIN RAN ROUGH. THE PILOT ATTEMPTED A 180 DEGREE LEFT TURN BACK TO THE ARPT. DURING THE TURN THE ACFT STALLED AND IMPACTED 20 FT SHORT OF THE RUNWAY THRESHOLD. THE INVESTIGATION REVEALED A SEVERLY ERODED LEFT MAGNETO AND THE KEY SWITCH WAS FOUND IN THE LEFT MAGNETO POSITION ONLY.

Brief of Accident (Continued)

File No. - 235

4/15/88

DEER LODGE,MT

A/C Reg. No. N13788

Time (Lcl) - 1556 MDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM,MAGNETO - ERODED
 2. IGNITION SYSTEM,MAGNETO - DISABLED
-

Occurrence #2 ABRUPT MANEUVER
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 4. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 328 4/26/88 GREAT FALLS, MT A/C Reg. No. N79P Time (Lcl) - 1930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	1	0
			0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BILLINGS, MT	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GREAT FALLS INT'L
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4320/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 174
SE LAND	Months Since - 23	Make/Model- 103
	Aircraft Type - UNK/NR	Instrument- 10
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS RETURNING HOME FROM A PERSONAL TRANSPORTATION FLIGHT WITH ONE PAX, ANOTHER PRIVATE PLT. BOTH MEN REPORTED THAT WHILE ON FINAL FOR RNWY 25, THE SUN WAS IN THEIR EYES AND HINDERED THEIR VISION. THE PLT IN COMMAND STATED THAT HE CANNOT REMEMBER TRIMMING THE ACFT FOR LANDING AND CANNOT REMEMBER FLARING FOR TOUCHDOWN. THE PAX REPORTED A SUDDEN NOSE DOWN ATTITUDE AFTER PASSING THE THRESHOLD. THE PAX GRABBED THE YOKE AND APPLIED FULL UP ELEVATOR. THE ACFT IMPACTED THE RNWY NOSE LOW AND COLLAPSED THE NOSE GEAR. A POST ACCIDENT FIRE DESTROYED THE ACFT FROM THE FIREWALL AFT.

Brief of Accident (Continued)

File No. - 328

4/26/88

GREAT FALLS, MT

A/C Reg. No. N79P

Time (Lc1) - 1930 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - SUNGLARE
3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 370 1/12/88 GREENSBORO, NC A/C Reg. No. N757AS Time (Lcl) - 1500 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 - 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	ON AIRPORT
Method - N/A	GREENSBORO, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SOUTHEAST GREENSBORO
Wind Dir/Speed- 220/009 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3063/ 30
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Appch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
Obstructions to Vision- NONE		SNOW - WET
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 32
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 32
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPTD THAT HE ATTEMPTED TO LAND LONG TO AVOID SNOW AND ICE ON THE RWY. THE AIRPLANE TOUCHED DOWN EARLIER THAN HE INTENDED HOWEVER, AND CONTACTED THE SNOW AND ICE. THE AIRPLANE SUBSEQUENTLY VEERED OFF OF THE RUNWAY, IMPACTED A SNOWBANK, AND NOSED OVER. THE STUDENT PILOT REPORTEDLY HAD ABOUT 6 HOURS OF SOLO FLIGHT EXPERIENCE.

Brief of Accident (Continued)

File No. - 370

1/12/88

GREENSBORO, NC

A/C Reg. No. N757AS

Time (Lc1) - 1500 EST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL
5. TERRAIN CONDITION - ICY
6. TERRAIN CONDITION - SNOW COVERED
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

9. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
10. 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) 1,2,3,7

Factor(s) relating to this accident is/are finding(s) 4,5,6

Brief of Accident

File No. - 371 1/15/88 FAYETTEVILLE, NC A/C Reg. No. N60362 Time (Lcl) - 1822 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	
Accident Occurred During -LANDING			1	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 150J	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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CHARLOTTE, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LUMBERTON, NC	FAYETTEVILLE MUNICIPAL
Wind Dir/Speed- 020/003 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7204/ 195
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 62
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 8
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPTDLY BECAME LOST ON A SOLO X-C FLIGHT, AND WAS UNABLE TO LOCATE HER DESTINATION ARPT. SHE SUBSEQUENTLY OBTAINED RADAR VECTORS TO ANOTHER ARPT. THE AIRPLANE SUBSEQUENTLY LOST POWER WHILE ON FINAL APPCH TO THE ARPT, AND THE AIRPLANE CRASHED INTO TREES ABOUT 1.5 MILES SHORT OF THE RWY. POST-CRASH EXAM OF THE AIRPLANE REVEALED THAT THE FUEL SUPPLY WAS EXHAUSTED. THE FLIGHT ORIGINATED WITH ADEQUATE FUEL FOR THE PLANNED 1 HR TRIP. THE ACTUAL TIME IN FLIGHT WAS ABOUT 2.2 HRS. THE STUDENT PLT RPTDLY HAD A TOTAL OF ABOUT 8 HRS SOLO FLT EXPERIENCE.

Brief of Accident (Continued)

File No. - 371

1/15/88

FAYETTEVILLE, NC

A/C Reg. No. N60362

Time (Lcl) - 1822 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED -
3. FUEL CONSUMPTION CALCULATIONS - DELAYED - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION
5. LIGHT CONDITION - DUSK

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. 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) 1,3,4

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. - 382 2/07/88 LIBERTY, NC A/C Reg. No. N2633W Time (Lcl) - 1520 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 - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - MOONEY M20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
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- UNK/NR
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARTINSVILLE, VA
Destination
ASHEVILLE, NC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - ROUGH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 71
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - M20E

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 2500	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 20
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPTD THAT HE OVERESTIMATED THE AMOUNT OF FUEL ON BOARD THE ACFT PRIOR TO DEPARTURE. THE ENGINE SUBSEQUENTLY LOST PWR AT CRUISE DUE TO FUEL EXHAUSTION. A FORCED LDG WAS MADE IN A FIELD. DURING THE ROLLOUT, THE AIRPLANE VAULTED THE CREST OF A SMALL HILL AND CAME BACK DOWN ON THE NOSE GEAR. THE AIRPLANE SUBSEQUENTLY IMPACTED A TREE AT THE BOTTOM OF THE HILL.

Brief of Accident (Continued)

File No. - 382

2/07/88

LIBERTY, NC

A/C Reg. No. N2633W

Time (Lc1) - 1520 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. REFUELING - NOT OBTAINED - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 399 2/19/88 CARY, NC A/C Reg. No. N622AV Time (Lcl) - 2127 EST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-AVAIR, INC.	DESTROYED					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	2	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	10	0	0	0
Accident Occurred During	-DESCENT - UNCONTROLLED						

-----Aircraft Information-----

Make/Model	- FAIRCHILD SA227-AC	Eng Make/Model	- GARRETT TPE-331-11U-6	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 14500	Engine Type	- TURBOPROP		
No. of Seats	- 21	Rated Power	- 1000 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	RALEIGH, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	RICHMOND, VA	RALEIGH/DURHAM
Wind Dir/Speed- 226/005 KTS	ATC/Airspace	Runway Ident - 23R
Visibility - .250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10000/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current, - YES	Total - 3400
SE LAND, ME LAND	Months Since - 0	Make/Model- 1800
	Aircraft Type - SA227AC	Instrument- 338
		Multi-Eng - 2028
		Last 24 Hrs - 5
		Last 30 Days- 47
		Last 90 Days- 137
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED DURING LOW CEILING, LOW VISIBILITY, AND NIGHT CONDITIONS. SHORTLY AFTER TAKEOFF THE AIRCRAFT IMPACTED A RESERVOIR. ANALYSIS OF RADAR DATA INDICATED THE ACFT WAS IN A 45 DEGREE DESCENDING TURN. EXAM OF THE ACFT TRIM SYSTEM SHOWED THAT THE ACFT WAS TRIMMED FOR LEVEL FLIGHT. THERE WAS NO VOICE OR FLIGHT DATA RECORDER ON BOARD. A REVIEW OF ATC COMMUNICATIONS INDICATED THAT THE CAPTAIN WAS COMMUNICATING WITH ATC ALLOWING THE FIRST OFFICER TO ACCOMPLISH THE FLYING DUTIES. EXAMINATION OF THE WRECKAGE REVEALED NO INDICATIONS OF POWERPLANT OR SYSTEM FAILURES. HOWEVER, THERE WAS EVIDENCE THAT THE SAS WARNING LIGHT WAS ILLUMINATED, THE SAS SWITCH WAS IN THE OFF POSITION, AND NO SAS SYSTEM MALFUNCTION COULD BE FOUND. WITNESSES STATED THAT BEFORE THE FLIGHT THE CAPTAIN HAD COMPLAINED OF ILLNESS BUT HE DECIDED TO REPORT FOR DUTY. COMPANY RECORDS SHOWED INSTANCES OF SUBSTANDARD PERFORMANCE BY THE FIRST OFFICER. THE INVESTIGATION FOUND COMPANY OVERSIGHT OF TRAINING, OPERATIONS, AND INADEQUATE FAA SUPERVISION. (SEE NTSB/AAR-88/10)

Brief of Accident (Continued)

File No. - 399

2/19/88

CARY, NC

A/C Reg. No. N622AV

Time (Lc1) - 2127 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - DARK NIGHT
4. CLIMB - NOT MAINTAINED -
5. VISUAL/AURAL DETECTION - COPILOT/SECOND PILOT
6. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
7. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
8. MENTAL PERFORMANCE OVERLOAD - COPILOT/SECOND PILOT
9. MONITORING - INADEQUATE - PILOT IN COMMAND
10. PHYSICAL IMPAIRMENT - PILOT IN COMMAND
11. STALL WARNING SYSTEM - NOT ENGAGED
12. PROCEDURES/DIRECTIVES - MISJUDGED - PILOT IN COMMAND
13. VISUAL/AURAL PERCEPTION -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

14. DESCENT - INADVERTENT - COPILOT/SECOND PILOT
15. TERRAIN CONDITION - WATER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,9,13

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 299 2/24/88 MORGANTON, NC A/C Reg. No. N1480K Time (Lcl) - 1130 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage					
Name of Carrier	-SABER AVIATION, INC.	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- BEECH 18S	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	FT WAYNE, IN		MORGANTON-LENOIR	
Wind Dir/Speed	- 320/013 KTS	ATC/Airspace		Runway Ident	- 03
Visibility	- 50.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 4000/ 75
Lowest Sky/Clouds	- 4000 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	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3353	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 2	Make/Model - 393	Last 30 Days - UNK/NR
	Aircraft Type - C-185	Instrument - 422	Last 90 Days - 208
		Multi-Eng - 1897	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIC ABORTED FIRST TAKEOFF ATTEMPT DUE TO CROSSWIND INDUCED DIRECTIONAL CONTROL DIFFICULTIES. DURING SECOND TAKEOFF ATTEMPT, GUSTY CROSSWIND LIFTED LEFT WING & ACFT BECAME AIRBORNE. PIC FORCED ACFT BACK ONTO RWY, LOST DIRECTIONAL CONTROL AND VEERED OFF RWY FIRST TO LEFT SIDE THEN ACROSS RWY TO RIGHT SIDE. ACFT WAS LOADED AT AFT CG LIMIT. CROSSWIND WAS 50-70 DEGREES OFF OF DIRECT HEADWIND WITH THE RPTED GUSTS EXCEEDING CROSSWIND LIMITS.

Brief of Accident (Continued)

File No. - 299

2/24/88

MORGANTON, NC

A/C Reg. No. N148OK

Time (Lcl) - 1130 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WIND INFORMATION - DISREGARDED - 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) 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. - 201 2/29/88 ADVANCE, NC A/C Reg. No. N1369 Time (Lcl) - 1950 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 -CRUISE

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - THORP T-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
WINSTON-SALEM, NC
Destination
MOCKSVILLE, NC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 37
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - T-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 550 Last 24 Hrs - 5
Make/Model- 80 Last 30 Days- 4
Instrument- 58 Last 90 Days- 18
Multi-Eng - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OWNER OF THE AMATEUR BUILT AIRCRAFT INDICATED THAT HE HAD SPENT THE EVENING WORKING ON AN ENGINE OIL PRESSURE PROBLEM. HE WAS HURRYING TO GET READY TO FLY BEFORE DARK. AFTER A SHORT FLIGHT, HE LANDED TO MAKE A TELEPHONE CALL. THEN MADE ANOTHER STOP ENROUTE BACK TO HIS HOME AIRPORT. ABOUT HALF WAY HOME THE ENGINE LOST POWER. HIS ALTITUDE WAS TOO LOW TO PERMIT LANDING ON THE FIELD OF ORIGINAL CHOICE. THE SECONDARY FIELD HAD POWER LINES ADJACENT WHICH THE PILOT DID NOT SEE PRIOR TO COLLIDING WITH THEM. THE AIRCRAFT THEN COLLIDED WITH THE GROUND. NO FUEL WAS FOUND IN THE FUEL SYSTEM AT THE ACC. SITE.

Brief of Accident (Continued)

File No. - 201

2/29/88

ADVANCE,NC

A/C Reg. No. N1369

Time (Lcl) - 1950 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. COMPLACENCY - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. OBJECT - WIRE,TRANSMISSION
7. LIGHT CONDITION - DARK NIGHT

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 294 6/18/88 AYR,ND A/C Reg. No. N455Y Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -AERIAL APPLICATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Crew 0	0	0	1
Accident Occurred During -MANEUVERING - AERIAL APPLICATI		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164	Eng Make/Model - P&W R-985-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3725	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PAGE,ND	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 140/005 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 - 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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 5791
SE LAND,ME LAND	Months Since - 11	Make/Model- 2750
	Aircraft Type - C-150	Instrument- 107
		Multi-Eng - 203
		Last 24 Hrs - 6
		Last 30 Days- 130
		Last 90 Days- 162
		Rotorcraft - 69

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS PASSING UNDER WIRES WHICH CROSSED THE END OF THE FIELD BEING SPRAYED. TWELVE SWATH RUNS HAD BEEN COMPLETED AND DURING THE ENTRY TO THE 13TH AND LAST SWATH RUN, THE AIRCRAFT ENCOUNTERED A GUST OF WIND OR VORTICES FROM THE PREVIOUS RUN. UPON ENCOUNTERING THE TURBULENCE, THE RIGHT WING LIFTED, COLLIDED WITH THE POWERLINE AND THE AIRCRAFT CRASHED.

Brief of Accident (Continued)

File No. - 294

6/18/88

AYR,ND

A/C Reg. No. N455Y

Time (Lcl) - 1430 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. WEATHER CONDITION - TURBULENCE,CLEAR AIR
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 348 7/02/88 SENTINEL BUTTE,ND A/C Reg. No. N3546Q Time (Lc1) - 2215 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SENTINEL BUTTE,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BEACH,ND	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3827
SE LAND,ME LAND,SE SEA	Months Since - 21	Make/Model- 2456
	Aircraft Type - LA-4	Instrument- 87
		Multi-Eng - 33
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK OFF FROM HIS PRIVATE AIRSTRIP NEAR SENTINEL BUTTE, ND, EN ROUTE TO BEACH, ND. HE SAID THERE WAS A NARROW CLOUD AHEAD, APPROXIMATELY 5-8 MILES LONG, AND EMITTING LIGHTNING, BUT IT DID NOT APPEAR TO HIM TO THREATEN FLIGHT SAFETY. THE PILOT SAID HE SUDDENLY HIT TURBULENCE AND THE WINGS ROLLED VERTICAL, BUT HE WAS ABLE TO RECOVER. THE AIRCRAFT THEN HIT A DOWNDRAFT. THE PILOT ADDED FULL POWER AND ONE NOTCH OF FLAPS. THE AIRCRAFT BRUSHED SOME TREE TOPS, THEN HIT A HILL, TEARING OFF THE RIGHT MAIN LANDING GEAR. THE AIRCRAFT THEN HIT THE GROUND AND SKIDDED INTO ANOTHER HILL. THE FUEL TANK RUPTURED AND THE AIRCRAFT CAUGHT FIRE. THE PILOT WAS NOT INJURED. THE PILOT SAID HE NEVER FLEW UNDER THE CLOUD.

Brief of Accident (Continued)

File No. - 348

7/02/88

SENTINEL BUTTE,ND

A/C Reg. No. N3546Q

Time (Lc1) - 2215 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. WEATHER CONDITION - THUNDERSTORM
 3. WEATHER CONDITION - LIGHTNING
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

4. WEATHER CONDITION - TURBULENCE
 5. DESCENT - UNCONTROLLED -
 6. WEATHER CONDITION - DOWNDRAFT
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. OBJECT - TREE(S)
 8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 282

2/13/88

GALISTED,NM

A/C Reg. No. N602SP

Time (Lcl) - 0359 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PUBLIC USE

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA T-337H

Eng Make/Model - CONTINENTAL TSIO-360-HB

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 4630

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 210 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 360/009 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

SANTA FE,NM

Destination

CARLSBAD,NM

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 646

Last 24 Hrs - 1

Make/Model- 34

Last 30 Days- 53

Instrument- 112

Last 90 Days- 79

Multi-Eng - 170

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON FEBRUARY 13, 1988 AT 0359 MST, N602SP DEPARTED THE SANTA FE ARPT ON AN IFR FLIGHT PLAN. THE FLIGHT CONTACTED ABQ ARTCC AND CLIMBED 11,000 MSL. AFTER BEING AIRBORNE FOR 15 MINUTES THE ACFT WAS LOST OFF THE RADAR AND COMMUNICATIONS WITH THE PLT COULD NOT BE ESTABLISHED. AN AERIAL SEARCH WAS CONDUCTED AND THE ACFT WAS FOUND AFTER DAYLIGHT. THE PLT RECEIVED FATAL INJURIES. THE ACFT WAS DESTROYED BY IMPACT FORCES AND A POST ACCIDENT FIRE. THE ACFT IMPACTED IN DESERT TERRAIN IN A NEAR VERTICAL, NOSE LOW, WINGS LEVEL ATTITUDE. THE INVESTIGATION DID NOT REVEAL ANY EVIDENCE TO EXPLAIN THE CAUSE OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 282

2/13/88

GALISTEO,NM

A/C Reg. No. N602SP

Time (Lcl) - 0359 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 217 3/19/88 ANGEL FIRE,NM A/C Reg. No. N3254Z Time (Lcl) - 1515 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

DESTROYED

Fire
NONE

Fatal

Crew 1
Pass 0

Injuries

Serious Minor None
0 0 0
2 0 0

-----Aircraft Information-----

Make/Model - PIPER PA-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/012 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
ANGEL FIRE,NM
Destination
CLOVIS,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 - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	243	Last 24 Hrs	-	3
Make/Model	-	19	Last 30 Days	-	19
Instrument	-	41	Last 90 Days	-	19
Multi-Eng	-	30			

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE ACFT COULD NOT OUTCLIMB RAPIDLY RISING TERRAIN OFF THE END OF THE RWY AND COLLIDED WITH TREES/TERRAIN. EXAM OF WRECKAGE DISCLOSED FOULED PLUGS FROM RICH MIXTURE AND LOW CYL COMPRESSION. EXAM OF AIRPORT INFO DID NOT DESCRIBE TOPOGRAPHY HAZARDS. PILOT INFORMATION INDICATED A LACK OF HIGH ALTITUDE AIRPORT OPERATIONS, MOUNTAIN TRAINING, AND/OR EXPERIENCE. AIRCRAFT PERFORMANCE CAPABILITY WAS INADEQUATE TO MEET THE FIRST CLIMB SEGMENT. THE DENSITY ALTITUDE AT THE TIME WAS ABOUT 8,500 FEET.

Brief of Accident (Continued)

File No. - 217

3/19/88

ANGEL FIRE, NM

A/C Reg. No. N3254Z

Time (Lc1) - 1515 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. TERRAIN CONDITION - RISING
3. OBJECT - TREE(S)
4. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION
5. IGNITION SYSTEM, SPARK PLUG - LEADED PLUGS
6. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INADEQUATE
7. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
8. DEPARTURE PROCEDURE - UNAVAILABLE
9. MIXTURE - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 249 3/19/88 CARSON CITY,NV A/C Reg. No. N6389 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 -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0
Other	0	0	1	0

-----Aircraft Information-----

Make/Model - PITTS S-1C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 1

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - 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
RENO,NV
Destination
CARSON CITY,NV

Airport Proximity
ON AIRPORT

Airport Data

CARSON AIRPORT
Runway Ident - 27
Runway Lth/Wid - 5900/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND

Age - 52

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6968	Last 24 Hrs	- UNK/NR
Make/Model-	8	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng -	6290	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON ARRIVAL AT THE CARSON ARPT, N6389 (PITTS S-1C) CIRCLED OVERHEAD & THEN DESCENDED TO TRAFFIC PATTERN ALTITUDE WHILE ON THE DOWNWIND LEG TO RUNWAY 27. THE PILOT BROADCAST VIA VHF HIS LOCATION AND INTENTION ON BASE AND FINAL. WHILE ESTABLISHED ON FINAL AND APPROXIMATELY 1000 FEET FROM THE THRESHOLD TO RUNWAY 27, AND AT AN ALTITUDE OF APPROXIMATELY 200 FEET AGL, N6389 COLLIDED WITH N3545 (NIEUPORT). IMPACT MARKS INDICATED THAT N6389 STRUCK THE UPPER LEFT WING OF N3545 WITH ITS WHEELS. THE LOWER RIGHT WING OF N6389 THEN DISINTEGRATED AS IT PASSED THROUGH THE PROPELLER ARC OF N3545. NEITHER PILOT REPORTED SEEING THE OTHER AIRCRAFT AND BOTH AIRCRAFT CRASHED SHORT OF THE RUNWAY. NEITHER AIRCRAFT WAS EQUIPPED WITH ANY POSITION, ANTICOLLISION OR STROBE LIGHTS. ALTHOUGH BOTH AIRCRAFT WERE BIPLANES (EQUIPPED WITH UPPER AND LOWER WINGS) IT COULD NOT BE DETERMINED WHETHER THIS DESIGN HAD ANY BEARING IN OBSTRUCTING EITHER PILOT'S VIEW OF THE OTHER AIRCRAFT.

Brief of Accident (Continued)

File No. - 249

3/19/88

CARSON CITY,NV

A/C Reg. No. N6389

Time (Lcl) - 1015 PST

Occurrence #1

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. EXTERIOR LIGHTS - NOT INSTALLED
 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 249 3/19/88 CARSON CITY, NV A/C Reg. No. N3545 Time (Lcl) - 1015 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -APPROACH		Other	0	0	1	0
			0	0	0	0

-----Aircraft Information-----

Make/Model - KITCHEN NEIUPORT 24 BIS	Eng Make/Model - WARNER SS-50A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1397	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CARSON CITY, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CARSON AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5900/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1280
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - PT-13	Make/Model- 105
		Last 30 Days- 5
		Instrument- 5
		Last 90 Days- 14
		Multi-Eng - 5

Instrument Rating(s) - NONE

-----Narrative-----

UPON RETURNING TO THE CARSON AIRPORT, N3545 (NIEUPORT) APPROACHED FROM THE SOUTH AND EXECUTED A 45 DEGREE ENTRY TO THE DOWNWIND LEG FOR RUNWAY 27. WHILE ESTABLISHED ON FINAL AND APPROXIMATELY 100 FEET FROM THE THRESHOLD TO RUNWAY 27, AND AT AN ELEVATION OF APPROXIMATELY 200 FEET AGL, N3545 COLLIDED WITH N6389 (PITTS S- 1C). IMPACT MARKS INDICATED THAT N6389 STRUCK THE UPPER LEFT WING OF N3545 WITH ITS WHEELS. THE LOWER RIGHT WING OF N6389 THEN DISINTEGRATED AS IT PASSED THROUGH THE PROPELLER ARC OF N3545. NEITHER PILOT REPORTED SEEING THE OTHER AIRCRAFT AND BOTH AIRCRAFT CRASHED SHORT OF THE RUNWAY. NEITHER AIRCRAFT WAS EQUIPPED WITH ANY POSITION, ANTICOLLISION OR STROBE LIGHTS AND N3545 WAS NOT EQUIPPED WITH ANY COMMUNICATION EQUIPMENT AND WAS UNABLE TO RECEIVE THE RADIO CALLS CITING N6389'S POSITION ON BASE AND FINAL. ALTHOUGH BOTH AIRCRAFT WERE BIPLANE (EQUIPPED WITH UPPER AND LOWER WINGS) IT COULD NOT BE DETERMINED WHETHER THIS DESIGN HAD ANY BEARING IN OBSTRUCTING EITHER PILOT'S VIEW OF THE OTHER AIRCRAFT.

Brief of Accident (Continued)

File No. - 249

3/19/88

CARSON CITY, NV

A/C Reg. No. N3545

Time (Lcl) - 1015 PST

Occurrence #3

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. EXTERIOR LIGHTS - NOT INSTALLED
3. COMM/NAV EQUIPMENT, TRANSCEIVER - NOT INSTALLED
4. 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) 1,4

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. - 252 4/12/88 LAKE MEAD, NV A/C Reg. No. N91555 Time (Lcl) - 1100 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
	Fire	Crew	Fatal	Serious	Minor
Type of Operation - PERSONAL	NONE	Pass	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0
Accident Occurred During -MANEUVERING					0

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAS VEGAS, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 170
SE LAND	Months Since - 17	Make/Model- 4
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS FLYING VERY CLOSE TO THE WATER FOR THE PURPOSE OF DROPPING BEER TO FRIENDS. THE PILOT ALLOWED THE AIRCRAFT TO INADVERTENTLY DESCEND AND STRIKE THE WATER.

Brief of Accident (Continued)

File No. - 252

4/12/88

LAKE MEAD,NV

A/C Reg. No. N91555

Time (Lc1) - 1100 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. ALTITUDE - IMPROPER - PILOT IN COMMAND
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 253 4/28/88 ELKO,NV A/C Reg. No. N2952C Time (Lcl) - 0930 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470-A	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 100/004 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 1500 FT SCATTERED</p> <p>Lowest Ceiling - 2000 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;">CARSON CITY,NV</p> <p>Destination</p> <p style="padding-left: 20px;">ELKO,NV</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</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ELKO MUNICIPAL</p> <p>Runway Ident - 05</p> <p>Runway Lth/Wid - 6401/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 6</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 152</p> <p style="padding-left: 20px;">Make/Model- 17</p> <p style="padding-left: 20px;">Instrument- 0</p> <p style="padding-left: 20px;">Last 24 Hrs - 2</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 28</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT WITH A GROUNDLOOP RESULTING. THE PILOT HAD A TOTAL TIME OF 17 HOURS IN THIS TYPE OF AIRCRAFT AND 152 HOURS TOTAL FLIGHT TIME.

Brief of Accident (Continued)

File No. - 253

4/28/88

ELKO, NV

A/C Reg. No. N2952C

Time (Lcl) - 0930 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 355 5/21/88 CARSON CITY,NV A/C Reg. No. N10317 Time (Lcl) - 1030 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries			None
	Serious	Minor		
Crew 0	0	0	1	
Pass 0	0	0	0	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - BROWN 1911 BELLANCA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 680
No. of Seats - 1

Eng Make/Model - CONTINENTAL O-173-3
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/003 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
CARSON CITY,NV
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CARSON CITY
Runway Ident - 27
Runway Lth/Wid - 5900/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND,SE SEA

Age - 63
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - N3N-3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 2850	Last 24 Hrs - UNK/NR
Make/Model- 20	Last 30 Days- 10
Instrument- 55	Last 90 Days- 15
Multi-Eng - 200	

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO TEST A NEW TYPE OF PROPELLER WHICH HAD JUST BEEN INSTALLED ON THE AIRCRAFT. THE PILOT NOTICED PRIOR TO ROTATION AN INCREASE IN THE RPM. AT ROTATION THE NOSE UP PITCH WAS EXCESSIVE. THE PILOT LOWERED THE NOSE OF THE AIRCRAFT TO AVOID A STALL AND STRUCK THE OVERRUN AT THE END OF THE RUNWAY. THE PILOT/AIRCRAFT MANUFACTURER STATED THAT HE DID NOT SPECIFY THE PROPER PITCH OF THE PROPELLER TO THE PROPELLER MANUFACTURER.

Brief of Accident (Continued)

File No. - 355

5/21/88

CARSON CITY, NV

A/C Reg. No. N10317

Time (Lcl) - 1030 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - IMPROPER
 2. ACFT/EQUIP, INADEQUATE AIRCRAFT COMPONENT - MANUFACTURER
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. ABORTED TAKEOFF - NOT SELECTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 359 5/28/88 RENO,NV A/C Reg. No. N8567M Time (Lcl) - 2000 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	4

-----Aircraft Information-----

Make/Model - BEECH B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4880
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-L
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/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- 290/017 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
STEAD,NV
Destination
RENO,NV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

RENO CANNON INTERNATIONAL
Runway Ident - 25
Runway Lth/Wid - 6101/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 64
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - B-55

Medical Certificate - EXPIRED

		Flight Time (Hours)	
Total	- 4522	Last 24 Hrs -	6
Make/Model-	930	Last 30 Days-	18
Instrument-	32	Last 90 Days-	61
Multi-Eng -	930		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND ON RUNWAY 25 WITH WINDS FROM 290 DEGREES AT 17 KNOTS. JUST PRIOR TO FLARE, THE AIRCRAFT ENCOUNTERED A GUST OF WIND. THE PILOT LOST CONTROL OF THE AIRCRAFT AND LANDED HARD ON THE RIGHT MAIN GEAR. THE RIGHT STRUT, WHEEL AND WHEEL WELL DOOR SEPARATED FROM THE AIRCRAFT. THE AIRCRAFT THEN CAME TO REST TO THE RIGHT OF THE RUNWAY IN THE DIRT.

Brief of Accident (Continued)

File No. - 359

5/28/88

RENO,NV

A/C Reg. No. N8567M

Time (Lcl) - 2000 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
6. LANDING GEAR,MAIN GEAR - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 363 6/03/88 HAWTHORNE,NV A/C Reg. No. N3741P Time (Lcl) - 1500 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	2	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAN LUIS OBISPO,CA	
Method - N/A	Destination HAWTHORNE,NV	Airport Data HAWTHORNE MUNICIPAL
Completeness - N/A	ATC/Airspace	Runway Ident - 15
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 3550/ 130
Wind Dir/Speed- 230/010 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 40.0 SM	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Lowest Sky/Clouds - 8000 FT SCATTERED		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 183
SE LAND	Months Since - UNK/NR	Make/Model- 11
	Aircraft Type - M20	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 4
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING A GO-AROUND DUE TO THE PILOT HAVING DIFFICULTY LANDING WITH A GUSTING CROSSWIND, THE AIRCRAFT STRUCK A BARBED WIRE FENCE WITH THE MAIN LANDING GEAR AND A FENCE POST WITH THE LEFT HORIZONTAL STABILIZER. THE AIRCRAFT THEN CROSSED A ROAD AND CAME TO REST IN A DITCH. THE DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT WAS APPROXIMATELY 7,000 FEET.

Brief of Accident (Continued)

File No. - 363

6/03/88

HAWTHORNE,NV

A/C Reg. No. N3741P

Time (Lcl) - 1500 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. OBJECT - FENCE
2. OBJECT - FENCE POST
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER CONDITION - GUSTS
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 360 6/28/88 ELKO,NV

A/C Reg. No. N35181

Time (Lcl) - 0950 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 177B
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/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- 270/005 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
BILLINGS,MT
Destination
ELKO,NV

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY
SNOW - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 104
Make/Model- 8
Instrument- 3
Last 24 Hrs - 2
Last 30 Days- 12
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

PLT HAD JUST PURCHASED ACFT AND WAS ON INITIAL LEG OF CROSS-COUNTRY FLIGHT. PLT CALCULATED 4.9 HRS ENDURANCE, VERIFIED BY CFI AS ADEQUATE FOR PROPOSED FLT. AFTER 4.2 HOURS TACH TIME, FUEL EXHAUSTION OCCURRED AND A FORCED LANDING WAS EXECUTED 21 MILES SHORT OF DESTINATION. ACFT FUEL GAGES AND CLOCK WERE INOP.

Brief of Accident (Continued)

File No. - 360

6/28/88

ELKO,NV

A/C Reg. No. N35181

Time (Lcl) - 0950 PDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. SUPERVISION - INACCURATE - FLIGHT INSTRUCTOR(ON GROUND)
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
6. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. 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) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4,6,7

Brief of Accident

File No. - 248 1/02/88 RAVENNA, OH A/C Reg. No. N5364M Time (Lcl) - 1734 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

2

Crew

0

Pass

Injuries

Serious

0

Minor

0

None

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-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/008 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
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

PORTAGE CO.
Runway Ident - 27
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 24

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1730 Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- 230 Last 90 Days- 19
Multi-Eng - 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIC & STUDENT WERE ON LOCAL INSTRUCTIONAL FLIGHT. PIC CALLED ON UNICOM & SAID HE WOULD SHOW BYSTANDERS "GREASY SIDE OF ACFT." HE BUZZED RWY AT A LOW ALTITUDE, EXECUTED AN AILERON ROLL WHICH WAS SCOOPED OUT, & IMPACTED THE GROUND BESIDE THE RWY. SON OF FBO SAID PIC PERFORMED ROLL PREVIOUS DAY IN THE SAME ACFT, PULLED BACK ON CONTROL YOKE WHEN INVERTED, & LOST ABOUT 500 FEET ALTITUDE. NO RECORD WAS FOUND THAT PIC HAD RECEIVED AEROBATIC TRAINING BUT HAD DISCUSSED MANEUVER WITH OTHER PILOTS.

Brief of Accident (Continued)

File No. - 248

1/02/88

RAVENNA, OH

A/C Reg. No. N5364M

Time (Lc1) - 1734 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - ATTEMPTED - PILOT IN COMMAND(CFI)
2. OSTENTATIOUS DISPLAY -
3. MANEUVER - IMPROPER - PILOT IN COMMAND
4. OVER CONFIDENCE IN PERSONAL ABILITY -
5. DESCENT - INADVERTENT -
6. BUZZING - INTENTIONAL - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4,6

Brief of Accident

File No. - 327 1/10/88 LANCASTER, OH A/C Reg. No. N2006R Time (Lcl) - 1445 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 182G	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GEORGETOWN, OH	FAIRFIELD COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 28
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5019/ 75
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 157
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 34
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- 66

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT THE AIRPLANE BEGAN TO VEER LEFT ALMOST IMMEDIATELY AFTER TOUCHDOWN. THE AIRPLANE SUBSEQUENTLY SWERVED OFF OF THE RWY. TRAVELED ACROSS A SNOW-COVERED GRASSY AREA, AND IMPACTED A TAXIWAY EMBANKMENT. THE NOSE GEAR WAS FOUND TO BE COLLAPSED AFTERWARD. EXAMINATION OF THE RWY AND GRASSY AREA REVEALED EVIDENCE WHICH INDICATED THAT ONLY THE NOSE WHEEL WAS ON THE GROUND WHEN THE AIRPLANE VEERED OFF THE RUNWAY. THE EVIDENCE ALSO INDICATED THAT THE NOSE GEAR HAD BEGUN TO COLLAPSE PRIOR TO DEPARTING THE RWY. EXAMINATION OF FRACTURE SURFACES ON THE NOSE GEAR ATTACHMENT BRACKETS REVEALED FEATURES TYPICAL OF OVERLOAD FAILURE.

Brief of Accident (Continued)

File No. - 327

1/10/88

LANCASTER, OH

A/C Reg. No. N2006R

Time (Lc1) - 1445 EST

Occurrence #1 NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

1. FLARE - IMPROPER - PILOT IN COMMAND

2. LANDING GEAR, NOSE GEAR - OVERLOAD

3. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE -

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

5. 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) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 368 2/08/88 YOUNGSTOWN, OH A/C Reg. No. N618DP Time (Lcl) - 1926 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200A-48	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	YOUNGSTOWN, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 340
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-23	Make/Model- 5
		Last 30 Days- 9
		Instrument- 54
		Last 90 Days- 27
		Multi-Eng - 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD BEEN EXPERIENCING 'LOSS OF POWER' PROBLEMS AND THE PILOT AND MECHANIC WERE PERFORMING MAINTENANCE. THE PILOT HAD BEEN WORKING BY HIMSELF REPLACING THE CARBURETOR. THE MECHANIC HAD NOT INSPECTED THE WORK PERFORMED OR RETURNED THE AIRCRAFT TO AN AIRWORTHY STATUS. THE PILOT TOOK THE AIRCRAFT FOR A TEST FLIGHT AT NIGHT. THE ENGINE LOST POWER SHORTLY AFTER TAKEOFF AND THE AIRCRAFT COLLIDED WITH TREES. THE INVESTIGATION REVEALED NO FUEL IN THE CARBURETOR. THERE WAS, HOWEVER, FUEL THROUGHOUT THE SYSTEM TO INCLUDE THE GASCOLATOR. THE ENGINE WAS TEST RUN SUCCESSFULLY AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 368

2/08/88

YOUNGSTOWN, OH

A/C Reg. No. N618DP

Time (Lc1) - 1926 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM, CARBURETOR -
3. MAINTENANCE, REPLACEMENT - PERFORMED - PILOT IN COMMAND
4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY
7. 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) 1,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 271

6/09/88

FREDERICK,OK

A/C Reg. No. N1103F

Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew				
Pass	0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172G
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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/015 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
FREDERICK,OK
Destination
OKLAHOMA CITY,OK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

FREDERICK
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 68

Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)
Total	808
Make/Model	650
Instrument	5
Multi-Eng	11
Last 24 Hrs	1
Last 30 Days	16
Last 90 Days	32

Instrument Rating(s) - NONE

-----Narrative-----

DURING SLOW TAXI TO TAKEOFF, A GUST OF WIND OR A DUST DEVIL LIFTED AIRCRAFT OFF TAXIWAY AND FLIPPED IT INVERTED. NUMEROUS SMALL WHIRLWINDS WERE OBSERVED IN THE VICINITY OF THE AIRPORT AT THE TIME.

Brief of Accident (Continued)

File No. - 271

6/09/88

FREDERICK,OK

A/C Reg. No. N1103F

Time (Lcl) - 1530 CDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 285 3/07/88 NEWBERG,OR A/C Reg. No. N98028 Time (Lc1) - 0800 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -STANDING - STARTING ENGINE(S)					

-----Aircraft Information-----

Make/Model - PIPER J-3	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 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	ON AIRPORT
Method - N/A	NEWBERG,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPORTSMAN AIRPARK
Wind Dir/Speed- CALM		Runway Ident - UNK/NR
Visibility - 30.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1200
SE LAND,SE SEA	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD NOT FLOWN FOR OVER FIVE YEARS AND WAS DOING MULTIPLE TOUCH AND GOES IN ORDER TO PREPARE FOR HIS BIENNIAL FLIGHT REVIEW. WHILE ON A LANDING ROLLOUT THE ENGINE CEASED OPERATING. THE PILOT EXITED THE AIRCRAFT AND BEGAN HAND PROPPING THE ENGINE. THE ENGINE STARTED AND THE AIRCRAFT CROSSED THE RUNWAY STRIKING AN AIRCRAFT HANGAR WHICH CONTAINED AN AIRCRAFT. BOTH THE AIRCRAFT IN THE HANGAR AND THE HANGAR WERE DAMAGED. AFTER THE AIRCRAFT CAME TO REST A FIRE ENSUED TOTALLY DESTROYING THE AIRCRAFT. THE PLT FAILED TO FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 285

3/07/88

NEWBERG,OR

A/C Reg. No. N98028

Time (Lcl) - 0800 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

2. OBJECT - BUILDING(NONRESIDENTIAL)
 3. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 250 4/24/88 BEND,OR

A/C Reg. No. N312X

Time (Lc1) - 1705 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - MAULE M5-210C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 310/012 KTS
Visibility - .250 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 100 FT OVERCAST
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELY,NV
Destination
REDMOND,OR

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 - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - M-5

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	851	Last 24 Hrs	-	UNK/NR
Make/Model-	476		Last 30 Days-	UNK/NR	
Instrument-	155		Last 90 Days-	35	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT FILED VFR AFTER ADVISED VFR NOT RECOMMENDED. WITNESS OBSERVED ACFT ON COURSE FOR DEST AT LOW ALT OVER HIWAY. WITNESS EST CEILING AT 100 FEET, VISIBILITY POOR IN MOD SNOW. ACFT OBSERVED TO EXECUTE SHARP LEFT TURN AMD IMPACT RISING TERRAIN. CORRECTIVE LENSES FOR 20/200 VISION REQUIRED TO BE WORN; NOT WORN.

Brief of Accident (Continued)

File No. - 250

4/24/88

BEND,OR

A/C Reg. No. N312X

Time (Lc1) - 1705 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - SNOW
 3. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
 4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 5. CORRECTING LENSES NOT WORN - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 257 5/01/88 MEDFORD, OR A/C Reg. No. N53125 Time (Lcl) - 1544 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During	-CRUISE			0	0	1	0

-----Aircraft Information-----

Make/Model	- STEARMAN A-75-N1	Eng Make/Model	- P&W R-985-AN3	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	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	MEDFORD, OR		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- 280/004 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	Runway Status	- HIGH VEGETATION
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 2455	Last 24 Hrs - UNK/NR
SE LAND, SE SEA	Months Since - 21	Make/Model - 475	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 14	Last 90 Days - 2
		Multi-Eng - 55	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT PERFORMED A NEGATIVE "G" MANEUVER, ESTIMATED AT 2 TO 2.5 NEGATIVE "G" FORCE, FOLLOWING WHICH THE ENGINE LOST POWER. A FORCED LANDING WAS ACCOMPLISHED IN SCRUB TREES. THE ENGINE IS EQUIPPED WITH A FLOAT CARBURETOR. THERE WERE INDICATIONS THAT THE CAUSE OF POWER LOSS WAS NEGATIVE "G" DISPLACEMENT OF ONE OR BOTH FLOATS IN THE CARBURETOR BOWL (STUCK FLOAT), RESULTING IN FUEL STARVATION.

Brief of Accident (Continued)

File No. - 257

5/01/88

MEDFORD,OR

A/C Reg. No. N53125

Time (Lcl) - 1544 PDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. MANEUVER - IMPROPER - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR FLOAT - DISABLED
4. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 216

5/06/88

HOOD RIVER,OR

A/C Reg. No. N12659

Time (Lcl) - 1300 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

-----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 - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/014 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LA GRANDE,OR
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

HOOD RIVER
Runway Ident - 25
Runway Lth/Wid - 3040/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	131	Last 24 Hrs	-	6
Make/Model	-	89	Last 30 Days	-	UNK/NR
Instrument	-	5	Last 90 Days	-	31
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT HAD DIVERTED BACK ALONG COURSE TO LAND BECAUSE OF OBSERVED WX AHEAD. ON LATE FINAL, A STRONG WIND GUST TIPPED THE ACFT TO NEAR WINGS-VERTICAL ATTITUDE. PLT MANAGED TO CORRECT TO WINGS LEVEL BUT COULD NOT CONTROL ALTITUDE LOSS BEFORE GROUND CONTACT. PLT STATED WINDS AT THE TIME WERE 250 DEG AT 30 KTS.

Brief of Accident (Continued)

File No. - 216

5/06/88

HOOD RIVER,OR

A/C Reg. No. N12659

Time (Lc1) - 1300 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - GUSTS

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 311 5/10/88 YAMHILL,OR A/C Reg. No. N6251G Time (Lcl) - 1700 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
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
VANCOUVER,WA
Destination
YAMHILL,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

FLYING M RANCH
Runway Ident - 28
Runway Lth/Wid - 2130/ 45
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennate Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 382 Last 24 Hrs - UNK/NR
Make/Model- 382 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

ON SHORT FINAL FOR LANDING ONTO A 2100 FOOT AIRSTRIP AT ABOUT 12 FEET AGL, THE AIRCRAFT ENCOUNTERED ADVERSE WINDS AND STRUCK THE GROUND IN A THREE POINT ATTITUDE BREAKING OFF THE NOSE GEAR. THE AIRCRAFT THEN NOSED OVER INVERTED STRIKING A BARBED WIRE FENCE. THIS PARTICULAR AIRSTRIP DOES NOT ALLOW FOR A GO-AROUND DUE TO STEEP HIGH RISING TERRAIN. ALL LANDINGS MUST BE MADE TO THE WEST AND ALL TAKEOFFS TO THE EAST.

Brief of Accident (Continued)

File No. - 311

5/10/88

YAMHILL,OR

A/C Reg. No. N6251G

Time (Lcl) - 1700 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - WINDSHEAR
2. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
4. LANDING GEAR,NOSE GEAR - OVERLOAD
5. LANDING GEAR,NOSE GEAR - SEPARATION

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. - 390 5/11/88 PRINEVILLE,OR A/C Reg. No. N751AM Time (Lcl) - 1840 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	1	0
			0	0	0	2

-----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 - 2050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 190 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	REDMOND,OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PRINEVILLE,OR	PRINEVILLE
Wind Dir/Speed- 360/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 284
SE LAND	Months Since - 0	Make/Model- 209
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 7
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 24
		Rotorcraft - 209

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REDUCED POWER FOR LANDING AND A HIGH SINK RATE DEVELOPED. THE PILOT ATTEMPTED TO INCREASE POWER TO CORRECT THE SINK RATE BUT GOT NO RESPONSE. ROTOR RPM'S WERE DIMINISHING, SO THE PLT LOWERED THE COLLECTIVE TO REGAIN RPM'S. THE PILOT ELECTED MAKE AN AUTOROTATION. THE PILOT HELD THE HELICOPTER IN A FLARE UNTIL AIRSPEED WAS EXHAUSTED. AT ABOUT 5 FEET AGL THE HELICOPTER DESCENDED VERTICALLY UNTIL IT STRUCK THE GROUND, BREAKING OFF THE RIGHT SKID. THE HELICOPTER THEN ROLLED ONTO ITS RIGHT SIDE STRIKING THE MAIN ROTOR BLADES.

Brief of Accident (Continued)

File No. - 390

5/11/88

PRINEVILLE,OR

A/C Reg. No. N751AM

Time (Lc1) - 1840 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. AUTOROTATION - IMPROPER - PILOT IN COMMAND
5. LANDING GEAR,MAIN GEAR - OVERLOAD
6. LANDING GEAR,MAIN GEAR - SEPARATION

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 215 1/18/88 SAN JUAN, PR A/C Reg. No. N4818S Time (Lcl) - 1520 AST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -APPROACH			0	0	0
					1
					6

-----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 - 7	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	CULEBRA, PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ISLA GRANDE
Wind Dir/Speed- 050/008 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5317/ 100
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 2000
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 107
		Instrument- 132
		Multi-Eng - 200
		Last 30 Days- UNK/NR
		Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT, WHILE ON AN ON-DEMAND AIR TAXI FLIGHT, SWITCHED TO AN EMPTY FUEL TANK IN PREPARATION FOR LANDING AND THE ENGINE FAILED. THE PILOT THEN EXECUTED A FORCED LANDING TO THE GRASS SHORT OF THE RUNWAY AND THE LANDING GEAR FAILED.

Brief of Accident (Continued)

File No. - 215

1/18/88

SAN JUAN, PR

A/C Reg. No. N4818S

Time (Lcl) - 1520 AST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 267 3/14/88 DORADO, PR A/C Reg. No. N5611Z Time (Lcl) - 1800 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-22-108	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 108 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ARECIBO, PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DORADO
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 100
SE LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - C-152	Make/Model- 14
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A PERSONAL FLT IN NORMAL CRUISE AT AN ALT OF 1000 FT APRX 2 MILES SOUTHEAST OF THE ARPT, THE ENG BEGAN TO MISFIRE AND THE CABIN FILLED WITH SMOKE. THE PLT ELECTED TO LAND IN A CLEARING. THE PLT ALSO STATED THAT THE ENG WAS LOSING PWR AND THAT A/C COULD NOT MAINTAIN ALT. DURING THE LNDG ROLL THE NOSE GEAR BROKE OFF AFTER HITTING A SMALL RISE IN TERRAIN. THE A/C NOSED OVER & CAME TO REST. POST-CRASH INSP REVEALED THAT THE MUFFLER HAD SEVERAL PIN SIZE RUST HOLES WHICH PERMITTED THE EXHAUST TO BURN THROUGH THE SHROUD AND MELT THE LT MAGNETO WIRING HARNESS INSULATION, VOLTAGE REGULATOR WIRING AND BATTERY WIRES FROM THE GENERATOR. AFTER REPLACING THE MAGNETO WIRING HARNESS AN ENG RUNUP WAS ACCOMPLISHED WITH NO PROBLEMS NOTED. THE MUFFLER SHROUD WAS MADE OF ALUMINUM RATHER THAN STAINLESS STEEL.

Brief of Accident (Continued)

File No. - 267

3/14/88

DORADO, PR

A/C Reg. No. N5611Z

Time (Lc1) - 1800 AST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM, MUFFLER - DETERIORATED
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - FBO PERSONNEL
3. EXHAUST SYSTEM, MUFFLER - BOGUS PART
4. EXHAUST SYSTEM, MUFFLER - MELTED
5. IGNITION SYSTEM, IGNITION HARNESS - MELTED
6. ELECTRICAL SYSTEM, ELECTRIC WIRING - MELTED
7. IGNITION SYSTEM - ERRATIC

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. FUSELAGE, CABIN - SMOKE

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5,8

Brief of Accident

File No. - 305 3/31/88 SAN JUAN, PR A/C Reg. No. N89224 Time (Lcl) - 0920 EST

-----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 - FLARE/TOUCHDOWN					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ISLA GRANDE
Wind Dir/Speed- 050/009 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5317/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 30
		Instrument- 0
		Last 30 Days- 0
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT COMPLETED 5 TOUCH & GO'S WITH HIS INSTRUCTOR BEFORE DROPPING HER OFF FOR FIRST SUPERVISED SOLO FLIGHT. ON THE FIRST TOUCH & GO LANDING, THE ACFT BOUNCED AFTER TOUCHDOWN ON THE MAIN LANDING GEAR. THE STUDENT PLT ADDED POWER, LOWERED THE NOSE OF THE ACFT, AFTER WHICH IT TOUCHED DOWN ON THE NOSE GEAR CAUSING IT TO COLLAPSE. THE ACFT THEN SLID TO A STOP.

Brief of Accident (Continued)

File No. - 305

3/31/88

SAN JUAN, PR

A/C Reg. No. N89224

Time (Lc1) - 0920 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 372 1/25/88 BLOCK ISLAND, RI A/C Reg. No. N117DL Time (Lcl) - 2320 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-DELTA AIR LINES, INC.	NONE		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	1	3	5
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	146
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- BOEING 767-332	Eng Make/Model	- GENERAL ELEC CF6-80A2	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 300000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- 50000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	OFF AIRPORT/STRIP	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 230	Runway Lth/Wid	- N/A
Visibility	- UNK/NR	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Runway Status	- N/A
Lowest Ceiling	- UNK/NR		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 12000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model	- 903
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 168
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPT RPTDLY ADVISED THE FLIGHT ATTENDANTS TO SECURE THE CABIN AND BE SEATED DUE TO TURBULENCE EXPECTED DURING DESCENT. ABOUT 5 MINUTES LATER, THE AIRPLANE BRIEFLY ENCOUNTERED SEVERE TURBULENCE WHILE PASSING THROUGH ABOUT FL230. A FLIGHT ATTENDANT SUSTAINED A BROKEN ANKLE DURING THE ENCOUNTER.

Brief of Accident (Continued)

File No. - 372

1/25/88

BLOCK ISLAND, RI

A/C Reg. No. N117DL

Time (Lc1) - 2320 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE, CLEAR AIR
2. CREW/GROUP BRIEFING - DISREGARDED - FLIGHT ATTENDANT
3. SEAT BELT - NOT USED - FLIGHT ATTENDANT

-----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. - 381

5/20/88

CONWAY, SC

A/C Reg. No. N94533

Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	1	0
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1700
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- 170/004 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CONWAY, SC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - ROUGH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49

Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 200	Last 24 Hrs	- UNK/NR
Make/Model	- 152	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS CONDUCTING A MAINTENANCE TEST FLIGHT WHEN HE EXPERIENCED A DROP IN ENGINE RPM. AFTER A SERIES OF BANGS THE ENGINE QUIT. THE PILOT MADE A FORCED LANDING INTO A ROUGH FIELD. THE ENGINE EXAMINATION DISCLOSED THAT NO. 1 PISTON HAD FAILED. THE ENGINE HAD 43 HOURS OF FLIGHT TIME SINCE THE OVERHAUL.

Brief of Accident (Continued)

File No. - 381

5/20/88

CONWAY, SC

A/C Reg. No. N94533

Time (Lcl) - 1130 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

Brief of Accident

File No. - 220 4/09/88 SIOUX FALLS,SD A/C Reg. No. N33SV Time (Lcl) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL					
Type of Operation -POSITIONING	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - AGUSTA A109A	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 9800	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 420 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SIOUX FALLS,SD	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		JOE FOSS FIELD
Basic Weather - VMC	ATC/Airspace	Runway Ident - UNK/NR
Wind Dir/Speed- 350/023 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 13615
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - C-401	Make/Model- 120
		Instrument- 305
		Multi-Eng - 450
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - 13150

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ATP PLT AND HIS TWO EMS CREWMEMBERS WERE REPOSITIONING TO REFUEL AT THE LOCAL ARPT. ON APRCH THE PLT HEARD A LOUD SNAP AND EXPERIENCED AN UNCOMMANDED RIGHT YAW. THE HELICOPTER TOUCHED DOWN ON ONE LANDING WHEEL. THE YAW CONTINUED AND THE LEFT LANDING GEAR COLLAPSED. A POST ACCIDENT INSPECTION REVEALED EVIDENCE THAT THE NUMBER THREE HANGAR BEARING HAD FAILED FROM LACK OF LUBRICATON AND SEPARATED THE TAIL ROTOR DRIVE SHAFT AT THE BEARING RACE. ALL OTHER HANGAR BEARINGS SHOWED EVIDENCE OF LACK OF LUBRICATION. THE THROTTLE IS LOCATED ON AN OVERHEAD PANEL ABOVE THE PILOT'S HEAD. DURING THE EMERGENCY, BOTH THE PILOT'S HANDS WERE OCCUPIED WITH THE COLLECTIVE AND THE CYCLIC CONTROLS.

Brief of Accident (Continued)

File No. - 220

4/09/88

SIOUX FALLS, SD

A/C Reg. No. N33SV

Time (Lcl) - 1215 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT BEARING - DISINTEGRATED
 2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - SHEARED
 3. MAINTENANCE, LUBRICATION - NOT PERFORMED - COMPANY MAINTENANCE PSNL
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE -
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 383 2/22/88 JACKSON, TN A/C Reg. No. N6285E Time (Lcl) - 1332 CST

-----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 -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MONTICELLO, KY	MCKELLAR FIELD
Wind Dir/Speed- 190/022 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6008/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 113
SE LAND	Months Since - 3	Last 24 Hrs - 13
	Aircraft Type - C-150	Make/Model- 22
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RETURNING HOME WITH HIS NEWLY PURCHASED ACFT THE PLT MADE A REFUELING STOP. THE WINDS WERE STRONG AND GUSTING UPWARDS OF THIRTY KTS AT THE REFUELING ARPT AND THE DESTINATION ARPT. DURING THE TAKEOFF ROLL THE WINDS SHIFTED TO A RIGHT CROSSWIND. THE ACFT ROLLED LEFT AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 383

2/22/88

JACKSON, TN

A/C Reg. No. N6285E

Time (Lcl) - 1332 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS
3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. 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) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,4

Brief of Accident

File No. - 280 1/16/88 LITTLEFIELD, TX A/C Reg. No. N8737W Time (Lcl) - 1125 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
IN FLIGHT

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B485
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
LITTLEFIELD, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LITTLEFIELD MUNICIPAL
Runway Ident - 19
Runway Lth/Wid - 4000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 76	Last 24 Hrs	- 2
Make/Model-	6	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE CONNECTING ROD CAP ATTACHING BOLT FAILED IN FLIGHT WHICH CAUSED THE ENGINE TO STOP. THE PILOT WAS ON FINAL APPROACH AT THE TIME BUT WAS UNABLE TO REACH THE RUNWAY. A FORCED LANDING WAS MADE IN A FARM FIELD SHORT OF THE AIRPORT. UPON TOUCHDOWN THE AIRCRAFT COLLIDED WITH A DITCH WHICH CAUSED LANDING GEAR FAILURE AND DAMAGE TO THE LEFT WING.

Brief of Accident (Continued)

File No. - 280

1/16/88

LITTLEFIELD, TX

A/C Reg. No. N8737W

Time (Lcl) - 1125 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD BOLT - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - DITCH

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 268 2/14/88 CROWLEY, TX

A/C Reg. No. N3180B

Time (Lcl) - 1000 CST

-----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 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2050
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145-2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WEATHERFORD, TX
Destination
FT. WORTH, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 62
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - 2650
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE STOPPED AS A RESULT OF FUEL STARVATION, DUE TO A LARGE AMOUNT OF CONTAMINATION THROUGHOUT THE FUEL SYSTEM. THE SOURCE OF THE CONTAMINATION AND THE LENGTH OF TIME IT HAD BEEN IN THE SYSTEM WAS NOT DETERMINED. THE PILOT WAS NOT IN GLIDING DISTANCE OF AN AIRPORT AND MADE A FORCED LANDING IN A FARM FIELD. THE PLT DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 268

2/14/88

CROWLEY, TX

A/C Reg. No. N3180B

Time (Lcl) - 1000 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SYSTEM - CONTAMINATION
 3. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT 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) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 269 2/27/88 ALVIN, TX A/C Reg. No. N247JB Time (Lcl) - 1715 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - BARNETT DRIFTER XP503
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 785
No. of Seats - 1

Eng Make/Model - ROTAX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 48 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 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
ALVIN, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

ALVIN AIRPARK
Runway Ident - 21
Runway Lth/Wid - 4000/ 75
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 - 15
Aircraft Type - DRIFTER

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 96
Last 24 Hrs - 10
Make/Model- 73
Last 30 Days- 1
Instrument- 4
Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REASSEMBLED THE FLIGHT CONTROLS JUST PRIOR TO FLIGHT, AND INSTALLED THE AILERON PINS TO CONNECT THE CABLES, BUT FORGET THE SAFETY LOCKING DEVICES. DURING FLIGHT, THE PINS FELL OUT CAUSING A TOTAL LOSS OF AILERON CONTROL.

Brief of Accident (Continued)

File No. - 269

2/27/88

ALVIN, TX

A/C Reg. No. N247JB

Time (Lcl) - 1715 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF

Finding(s)

1. FLIGHT CONTROL, AILERON - DISCONNECTED
 2. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - POOR - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 238 4/02/88 OLNEY, TX

A/C Reg. No. N7315N

Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-502
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6500
No. of Seats - 1

Eng Make/Model - P&W PT6A-27
Number Engines - 1
Engine Type - TURBOPROP
Rated Power - 680 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

OLNEY MUNICIPAL
Runway Ident - 22
Runway Lth/Wid - 5100/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, SE SEA

Age - 55
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2605
Make/Model- 2
Instrument- 76
Multi-Eng - 317
Last 24 Hrs - 1
Last 30 Days- 4
Last 90 Days- 4
Rotorcraft - 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS FAMILIARIZING HIMSELF WITH THIS TYPE OF AIRCRAFT AND WAS MAKING A FULL FLAP LANDING. HE ALLOWED THE AIRCRAFT TO DRIFT LEFT DURING THE LANDING ROLL IN A SLIGHT CROSSWIND. HE THEN ATTEMPTED TO ABORT THE LANDING ROLL WITH THE APPLICATION OF TAKEOFF POWER. BEING UNFAMILIAR WITH THE AIRCRAFT, HE ALLOWED THE ENGINE TORQUE TO FORCE IT STILL FURTHER LEFT AND OFF THE RUNWAY WHERE IMPACT WITH THE TERRAIN OCCURRED.

Brief of Accident (Continued)

File No. - 238

4/02/88

OLNEY, TX

A/C Reg. No. N7315N

Time (Lcl) - 1030 CDT

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 FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ABORTED

Finding(s)

3. TERRAIN CONDITION - GRASS
-

-----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. - 270 5/01/88 FRIENDSWOOD, TX A/C Reg. No. N331LB Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - NEW RUTAN LONG-EZE
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1425
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/008 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
FRIENDSWOOD, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
FRIENDSWOOD

Runway Ident - 14
Runway Lth/Wid - 4322/ 70
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 67
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - L-1329

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 27170
Last 24 Hrs - 0
Make/Model- 28
Last 30 Days- 28
Instrument- 2330
Last 90 Days- 28
Multi-Eng - 26000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OVERROTATED THE AIRCRAFT ON TAKEOFF TO A NOSE HIGH ATTITUDE, THEN OVERCONTROLLED IN THE OPPOSITE DIRECTION TO GET THE NOSE DOWN. THE AIRCRAFT TOUCHED DOWN NOSE GEAR FIRST AND ALL THREE LANDING GEARS COLLAPSED, A WING SHEARED OFF, AND THE AIRCRAFT ROLLED OVER INVERTED.

Brief of Accident (Continued)

File No. - 270

5/01/88

FRIENDSWOOD, TX

A/C Reg. No. N331LB

Time (Lc1) - 1415 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF

Finding(s)

1. ROTATION - EXCESSIVE - PILOT IN COMMAND
2. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
4. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 332 5/30/88 LAMPASAS, TX A/C Reg. No. N8209H Time (Lc1) - 2320 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	1	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201	Eng Make/Model - LYCOMING IO-360-C1-C6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	VERNON, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	AUSTIN, TX	LAMPASAS
Wind Dir/Speed- 130/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 489
SE LAND	Months Since - 4	Make/Model- 228
	Aircraft Type - PA-28	Instrument- 16
		Last 24 Hrs - 3
		Last 30 Days- 10
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED A PARTIAL LOSS OF ENGINE POWER DURING CRUISE, WHILE ON A NIGHT, VFR, CROSS-COUNTRY FLIGHT. HE ATTEMPTED TO SPIRAL DOWN TO AN AIRPORT FOR AN EMERGENCY LANDING BUT REPORTED THAT HE BECAME DISORIENTED AND ATTEMPTED TO LAND DOWNWIND, OVERSHOOTING THE RUNWAY. AN OFF-AIRPORT FORCED LANDING WAS MADE ON A RURAL ROAD ABOUT 1.5 MILES BEYOND THE AIRPORT. DURING ROLLOUT THE AIRCRAFT STRUCK A CONCRETE CULVERT ABUTMENT AND TREES. ENGINE EXAMINATION REVEALED AN EXHAUST VALVE HAD BROKEN INTO SEVERAL PIECES.

Brief of Accident (Continued)

File No. - 332

5/30/88

LAMPASAS, TX

A/C Reg. No. N8209H

Time (Lc1) - 2320 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. LIGHT CONDITION - BRIGHT NIGHT
3. WEATHER CONDITION - TAILWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
6. GO-AROUND - NOT POSSIBLE -

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - BRIDGE/OVERPASS
8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 3,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 223 6/12/88 MISSING ACFT, UN A/C Reg. No. N81725 Time (Lc1) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - UNKNOWN

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - CHAMPION 7AC
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/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - UNK/NR
Wind Dir/Speed- 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
FAIRBANKS, AK
Destination
CHANDALAR LAKE, AK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 55	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS REPORTED OVERDUE BY FAMILY MEMBERS AND AS OF JULY 5, 1988, NEITHER THE AIRCRAFT NOR THE PILOT HAVE BEEN LOCATED. ACFT DMG AND INJURY INDEX PRESUMED.

Brief of Accident (Continued)

File No. - 223

6/12/88

MISSING ACFT,UN

A/C Reg. No. N81725

Time (Lcl) - UNK/NR

Occurrence #1 MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 350 3/02/88 RIVERTON,UT A/C Reg. No. N8073V Time (Lcl) - 1115 MST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520-D31	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
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
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SALT LAKE CITY,UT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 1400 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 2900 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- HAZE		
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 - 2619
SE LAND,ME LAND	Months Since - 6	Make/Model- 1284
	Aircraft Type - PA-44	Instrument- 56
		Multi-Eng - 16
		Last 24 Hrs - 7
		Last 30 Days- 13
		Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS AG OPERATOR WAS FERTILIZING A FIELD. HE WAS MAKING REPETATIVE TRIPS WHICH TOOK ABOUT 10 MIN EACH. THE PLT WAS AWARE THAT THE FUEL GAUGES WERE INACCURATE, READING LESS FUEL THAN WAS ACTUALLY ONBOARD. WHILE MAKING A SWATH RUN THE ENG LOST PWR AND THE ACFT STALLED DURING THE FORCED LANDING. POST ACCIDENT EXAMINATION REVEALED THAT THERE WAS NO FUEL IN EITHER THE ACFT OR ENG FUEL SYSTEMS AND NO EVIDENCE OF FUEL SPILLAGE AROUND THE WRECKAGE.

Brief of Accident (Continued)

File No. - 350

3/02/88

RIVERTON,UT

A/C Reg. No. N8073V

Time (Lcl) - 1115 MST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INCORRECT
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 357 4/16/88 PINTURA,UT A/C Reg. No. N2738R Time (Lcl) - 1353 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	2	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- UNK/NR

Visibility - 2.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 1500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN SHOWERS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OVERTON,NV

Destination

SUNDANCE,WY

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 - 53

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1329 Last 24 Hrs - 1

Make/Model- 1049 Last 30 Days- UNK/NR

Instrument- 4 Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND TWO PAX DEPARTED OVERTON, NV DESTINED FOR SUNDANCE, WY. WITNESSES STATED THAT THE ACFT TOOK OFF UNDER AN OVERCAST AND FOLLOWED INTERSTATE 15 NORTHBOUND. A WITNESS DRIVING ON THE INTERSTATE SAID THAT HE SAW N2738R AT APRX 600 FT AGL OVER THE INTERSTATE. HE SAW THE ACFT FLY INTO "A HEAVY CLOUD BANK." THE MOUNTAINS WERE REPORTEDLY OBSCURED BY LOW CLOUDS AND RAIN SHOWERS. THE MOUNTAIN PEAK ELEVATION WAS 8700 FT. N2738R CRASHED AT THE 5700 FT LEVEL.

Brief of Accident (Continued)

File No. - 357

4/16/88

PINTURA,UT

A/C Reg. No. N2738R

Time (Lc1) - 1353 MDI

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 392 2/06/88 PETERSBURG,VA A/C Reg. No. N313AC Time (Lcl) - 1610 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 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	PETERSBURG
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - VFR	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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 856
SE LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 43
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAND-PROPPED THE ENGINE WHEN HE WAS UNABLE TO START IT USING THE STARTER. THE ACFT HAD JUST BEEN REFUELED AND IT WAS STANDING NEXT TO THE FUEL PUMPS. THE PLT PUSHED THE ACFT AWAY FROM THE PUMPS BEFORE HE TRIED TO HAND-PROP IT. AFTER THE THIRD HAND-PROP ATTEMPT THE ENGINE STARTED. AS HE TRIED TO BOARD THE ACFT IT MOVED FORWARD AND HE WAS KNOCKED DOWN BY THE LANDING GEAR. THE ACFT MOVED AHEAD UNTIL IT STRUCK A PIPER ARROW THAT WAS STANDING NEXT TO THE FUEL PUMPS.

Brief of Accident (Continued)

File No. - 392

2/06/88

PETERSBURG, VA

A/C Reg. No. N313AC

Time (Lcl) - 1610 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)
1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)
3. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 204 5/12/88 CHESAPEAKE,VA A/C Reg. No. N2601C Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

Injuries				
Fatal	Serious	Minor	None	
Crew 0	1	0	0	0
Pass 0	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES-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- 070/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HAMPTON ROADS
Runway Ident - 10
Runway Lth/Wid - 4000/ 70
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 26
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 34 Last 24 Hrs - 2
Make/Model- 34 Last 30 Days- 7
Instrument- 0 Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS DOING TOUCH & GO LANDINGS. DURING CLIMBOUT ENGINE POWER LOSS OCCURRED AT AN ESTIMATED 300 FT AGL. THE PILOT RADIOED MAYDAY AND A WITNESS STATED HE HEARD THE STALL HORN DURING THE TRANSMISSION. AFTERWARDS THE ACFT PITCHED DOWN AND SPUN TO THE GROUND. ENGINE EXAMINATION DID NOT DISCLOSE ANY PRE-EXISTING FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 204

5/12/88

CHESAPEAKE, VA

A/C Reg. No. N2601C

Time (Lc1) - 1730 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. POWERPLANT - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 237 6/17/88 REEDVILLE, VA A/C Reg. No. N82836 Time (Lc1) - 0945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - TAXI			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RICHMOND, VA	PVT AIRSTRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 16
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900 -UNK/NR
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- SMOKE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 249
SE LAND	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 141
		Last 30 Days- UNK/NR
		Instrument- 25
		Last 90 Days- 17
		Multi-Eng - 2

Instrument Rating(s) - NONE

-----Narrative-----

AFTER BACK-TAXIING ON THE PVT AIRSTRIP, THE PLT MADE A 180 DEG TURN TO LINE UP FOR TAKEOFF. DURING THE TURN THE RIGHT MAIN GEAR CONTACTED A DITCH IN A TALL GRASS AREA OFF THE END OF THE RWY. THE PLT APPLIED POWER TO PREVENT THE ACFT FROM BECOMING STUCK IN THE DITCH. AS POWER WAS APPLIED THE TAIL OF THE ACFT SWUNG AROUND AND CONTACTED THE BACKSIDE OF THE DITCH BECOMING SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 237

6/17/88

REEDVILLE, VA

A/C Reg. No. N82836

Time (Lc1) - 0945 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 255 3/27/88 PALMER,WA A/C Reg. No. N86820 Time (Lcl) - 1610 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - BELLANCA 7KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - .500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 150 FT OVERCAST
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LESTER,WA
Destination
TACOMA,WA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2420	Last 24 Hrs -	2
Make/Model-	190	Last 30 Days-	UNK/NR	
Instrument-	155	Last 90 Days-	160	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A VFR CROSS COUNTRY FLIGHT THE PILOT ENCOUNTERED INSTRUMENT METEOROLOGICAL CONDITIONS ALONG HIS ROUTE. THE AIRCRAFT WAS NOT INSTRUMENT EQUIPPED, EVEN THOUGH THE PILOT IS INSTRUMENT RATED. THE PILOT HAD TO MAKE TWO PRECAUTIONARY LANDINGS PRIOR TO THE ACCIDENT TO AWAIT IMPROVING WEATHER. ALTHOUGH WEATHER BRIEFERS HAD TOLD THE PILOT THAT VFR WAS NOT RECOMMENDED ALONG HIS PROPOSED ROUTE OF FLIGHT, DUE TO LOW CEILINGS AND LOW VISIBILITY, THE PILOT ELECTED TO CONTINUE THE FLIGHT. AT ABOUT 23 MILES FROM THE PILOTS PROPOSED DESTINATION, HE ENCOUNTERED LOW CEILINGS AND LOW VISIBILITIES WITH LIGHT SNOW SHOWERS. A FORCED LANDING WAS MADE ONTO A LOGGING ROAD. THE AIRCRAFT STRUCK A PILE OF LOGS DURING THE LANDING ROLLOUT.

Brief of Accident (Continued)

File No. - 255

3/27/88

PALMER, WA

A/C Reg. No. N86820

Time (Lc1) - 1610 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
3. WEATHER CONDITION - SNOW
4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 308 4/13/88 PULLMAN,WA A/C Reg. No. N40NL Time (Lcl) - 1815 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH K-35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANDPOINT,ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PULLMAN,WA	PULLMAN/MOSCOW
Wind Dir/Speed- 280/004 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6731/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 950
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL FOR THE RUNWAY THE PILOT ADVANCED THE THROTTLE AND THE ENGINE LOST POWER. THE AIRCRAFT WAS LANDED SHORT OF THE RUNWAY ONTO A FIELD, WHERE THE NOSE GEAR COLLAPSED DURING THE LANDING ROLL. MECHANICS WHO EXAMINED THE AIRCRAFT AFTER THE ACCIDENT DISCOVERED THAT THE ENGINE DRIVEN FUEL PUMP WAS INOPERATIVE AND THAT THE FUEL BOOST PUMP WAS IN THE OFF POSITION.

Brief of Accident (Continued)

File No. - 308

4/13/88

PULLMAN,WA

A/C Reg. No. N40NL

Time (Lc1) - 1815 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM,PUMP - FAILURE,TOTAL
 2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL
3. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 310 5/09/88 KENNEWICK,WA A/C Reg. No. N7090A Time (Lcl) - 1000 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING - ROLL

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0

Injuries

Serious Minor None

0 0 1
0 0 1

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 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 - 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
KENNEWICK,WA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

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)
ATP,CFI
SE LAND,ME LAND
HELICOPTER

Age - 40
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 3956 Last 24 Hrs - UNK/NR
Make/Model - 11 Last 30 Days- UNK/NR
Instrument - 140 Last 90 Days- 36
Multi-Eng - 56 Rotorcraft - 2900

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE AIRCRAFT'S NOSE GEAR BEGAN TO SHUDDER, WITH THE NOSE GEAR TURNING 90 DEGREES TO THE LEFT. THE AIRCRAFT THEN NOSED DOWN ONTO THE NOSE AND RIGHT WING. VISUAL EXAMINATION OF THE AIRCRAFT'S SHIMMY DAMPENER ARM ASSEMBLY REVEALED A PREVIOUS WELD WITHIN 1/2" OF A FRACTURE. THE FRACTURE SURFACES WERE ROUGH AND IRREGULAR IN APPEARANCE. THE NOSE GEAR STEERING ROD END BEARING BOLT WAS ALSO FRACTURED FROM WHAT APPEARED TO BE BENDING FORCES. NO RECORD OF A REPAIR TO THE NOSE GEAR SHIMMY DAMPENER ARM ASSEMBLY COULD BE FOUND IN THE AIRCRAFT'S MAINTENANCE LOG BOOKS.

Brief of Accident (Continued)

File No. - 310

5/09/88

KENNEWICK, WA

A/C Reg. No. N7090A

Time (Lcl) - 1000 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - FRACTURED
 2. MAINTENANCE, MAJOR REPAIR - INADEQUATE - UNKNOWN
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE DOWN
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. - 287 5/10/88 LIND,WA

A/C Reg. No. N5660X

Time (Lcl) - 0930 PDT

-----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

Fire Crew 0
Pass 0

Flight Conducted Under -14 CFR 137

NONE

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - AYRES S2R THRUSH
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P&W R-1340-AN-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 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
LIND,WA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
SOFT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 37

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	- 3443	Last 24 Hrs	- 1
Make/Model-	1206	Last 30 Days-	UNK/NR
Instrument-	12	Last 90 Days-	115

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION MANEUVER, A TOTAL LOSS OF POWER OCCURRED DUE TO THE NUMBER NINE CYLINDER FAILING. A RESTART WAS ATTEMPTED, BUT WAS UNSUCCESSFUL. THE PILOT MADE A FORCED LANDING ONTO A VERY SOFT SANDY FIELD, WHERE THE AIRCRAFT NOSED OVER INVERTED DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 287

5/10/88

LIND,WA

A/C Reg. No. N5660X

Time (Lc1) - 0930 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 288 5/10/88 MERCER ISLAND,WA A/C Reg. No. N1701R Time (Lcl) - 1400 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3320	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SEATTLE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKE WASHINGTON,WA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
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)
PRIVATE	Current - YES	Total - 1661
SE LAND,SE SEA	Months Since - 3	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 136
		Instrument- 60
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Multi-Eng - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT STRUCK A LOG WHILE LANDING ON THE WATER. THE AIRCRAFT THEN NOSED OVER INVERTED AND SANK.

Brief of Accident (Continued)

File No. - 288

5/10/88

MERCER ISLAND, WA

A/C Reg. No. N1701R

Time (Lc1) - 1400 PDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - SUBMERGED OBJECT

2. UNSUITABLE TERRAIN - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 283 5/14/88 OCEAN SHORES,WA A/C Reg. No. N7935G Time (Lcl) - 1356 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172L
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-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/007 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 2200 FT SCATTERED
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOQUIAM,WA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

OCEAN SHORES
Runway Ident - 15
Runway Lth/Wid - 2700/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----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-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 19
Last 24 Hrs - 1
Make/Model- 19
Last 30 Days- 8
Instrument- UNK/NR
Last 90 Days- 19
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED ON HIS FIFTH SOLO FLIGHT FROM THE AIRPORT WHERE HE HAD BEEN ACCUSTOMED TO ORIGINATING HIS INSTRUCTIONAL FLIGHTS. AFTER SEVERAL TOUCH AND GO LANDINGS HE PROCEEDED TO A NEARBY AIRPORT AND CONDUCTED AT LEAST ONE MORE TOUCH AND GO. WITNESSES OBSERVED THE TAKEOFF, CLIMB AND ENTRY INTO THE TRAFFIC PATTERN. SHORTLY AFTER, A WITNESS SAID THE AIRCRAFT PITCHED NOSE DOWN AND IMPACTED THE BAY IN A NOSE LOW, WINGS LEVEL ATTITUDE. WITNESSES HEARD THE ENGINE RUNNING AT IMPACT. NO EVIDENCE OF PRE-IMPACT MECHANICAL MALFUNCTION OR PILOT IMPAIRMENT COULD BE FOUND. THE STUDENT HAD A TOTAL OF ABOUT 19 HRS OF FLIGHT TIME (3 HRS OF SOLO).

Brief of Accident (Continued)

File No. - 283

5/14/88

OCEAN SHORES, WA

A/C Reg. No. N7935G

Time (Lcl) - 1356 PDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Finding(s)
2. DESCENT - NOT CORRECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 362 5/14/88 OCEAN SHORES,WA A/C Reg. No. N35177 Time (Lcl) - 1330 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 177B
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

OCEAN SHORES
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,ME LAND

Age - 60
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 10000	Last 24 Hrs - 3
Make/Model- 100	Last 30 Days- UNK/NR
Instrument- 60	Last 90 Days- 30
Multi-Eng - 5000	

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAXI FOR TAKEOFF, PLT MISJUDGED CLRNC BETWEEN WINGTIP AND MOWING MACHINE.

Brief of Accident (Continued)

File No. - 362

5/14/88

OCEAN SHORES, WA

A/C Reg. No. N35177

Time (Lc1) - 1330 PDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - VEHICLE
 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

Brief of Accident

File No. - 354 5/20/88 RITZVILLE,WA A/C Reg. No. N6963K Time (Lcl) - 1035 PDT

-----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 -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - GRUMMAN G-164

Eng Make/Model - P&W R-1340-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/003 KTS

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

RITZVILLE,WA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Age - 37

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 6000

Last 24 Hrs - 10

SE LAND,ME LAND,SE SEA

Months Since - 9

Make/Model- 2400

Last 30 Days- 150

Aircraft Type - UNK/NR

Instrument- 50

Last 90 Days- 200

Multi-Eng - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN AERIAL APPLICATIONS FLIGHT, THE PILOT WAS CLIMBING TO CLEAR POWER LINES WHEN A WHIRLWIND WAS ENCOUNTERED. THE AIRCRAFT STRUCK A POWER POLE AND DESCENDED ONTO THE GROUND.

Brief of Accident (Continued)

File No. - 354

5/20/88

RITZVILLE,WA

A/C Reg. No. N6963K

Time (Lc1) - 1035 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Finding(s)

3. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB

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) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

Brief of Accident

File No. - 286 5/30/88 LESTER STATE,WA A/C Reg. No. N20580 Time (Lcl) - 1230 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CLIMB

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	3	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-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- 270/015 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LESTER STATE,WA

Destination

AUBURN,WA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LESTER STATE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 398

Make/Model- 390

Instrument- 18

Last 24 Hrs - UNK/NR

Last 30 Days- 5

Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT INADVERTENTLY FLEW INTO A NARROW VALLEY WITH TREES ON BOTH SIDES AND STEEP RISING TERRAIN DURING CLIMB TO CRUISE. THE AIRCRAFT WAS NOT ABLE TO OUTCLIMB THE RISING TERRAIN, SO THE PILOT SLOWED THE AIRCRAFT TO 40 M.P.H. AND ATTEMPTED A SHALLOW CLIMBING TURN TO AVOID LARGE BOULDERS. THE AIRCRAFT STRUCK TREES DURING THE TURN. THE AIRCRAFT THEN DESCENDED TOWARDS THE GROUND. THE AIRCRAFT IMPACTED TREES AND CAME TO REST SEVERAL FEET ABOVE THE GROUND IN A NOSE LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 286

5/30/88

LESTER STATE,WA

A/C Reg. No. N20580

Time (Lc1) - 1230 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - RISING
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

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) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

Brief of Accident

File No. - 254 6/12/88 KELSO,WA A/C Reg. No. N1453A Time (Lcl) - 1300 PDT

-----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 - PIPER PA-22-135	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KELSO
Wind Dir/Speed- 010/015 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4395/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 63
SE LAND	Months Since - 18	Last 24 Hrs - UNK/NR
	Aircraft Type - C-150	Make/Model- 4
		Last 30 Days- 5
		Instrument- 2
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE SELECTED RNWY 29 IN VERY GUSTY CONDITIONS. HE BELIEVED THE LANDING WAS MADE WITH NO PROBLEMS. AS THE ACFT SLOWED BELOW 45 MPH IT SUDDENLY VEERED TO THE RIGHT. THE PLT FAILED TO CONTROL THE DRIFT. THE ACFT DEPARTED THE RUNWAY AND OVERTURNED IN THE SOFT TERRAIN.

Brief of Accident (Continued)

File No. - 254

6/12/88

KELSO,WA

A/C Reg. No. N1453A

Time (Lcl) - 1300 PDT

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. WEATHER CONDITION - CROSSWIND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

Brief of Accident

File No. - 258 6/14/88 BREMERTON,WA A/C Reg. No. N49203 Time (Lcl) - 1710 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	0	0	0	1	0
Crew Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - AERONCA 058B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85-12-F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/004 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
SILVERDALE,WA
Destination
BREMERTON,WA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - 7KCAB

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 158
Make/Model- 5
Instrument- UNK/NR
Multi-Eng - 1
Last 24 Hrs - UNK/NR
Last 30 Days- 5
Last 90 Days- 6
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE, ENG LOST POWER. PLT ATTEMPTED TO RESTORE POWER WITH NO SUCCESS; ENG POWER WAS SURGING BUT LESS THAN ENOUGH TO SUSTAIN FLIGHT. FORCED LANDING WAS EXECUTED INTO ROUGH TERRAIN. INSPECTION REVEALED FUEL SELECTOR DETERIORATED BY AGE AND USE. THE FUEL SELECTOR WAS FOUND IN A PARTIAL ON POSITION. THIS POSITION ALLOWED ONLY A LIMITED FUEL FLOW TO THE ENGINE.

Brief of Accident (Continued)

File No. - 258

6/14/88

BREMERTON,WA

A/C Reg. No. N49203

Time (Lc1) - 1710 PDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM,SELECTOR VALVE - WORN
 2. FUEL TANK SELECTOR POSITION - 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

Finding(s)

3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

Brief of Accident

File No. - 312 6/23/88 KENT,WA

A/C Reg. No. N488JL

Time (Lcl) - 2108 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI - FROM LANDING

-----Aircraft Information-----

Make/Model - TERATRON TIERRA 2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - ROTAX 532
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 64 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- 030/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 4000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

ARLINGTON,WA

Destination

KENT,WA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

CREST AIRPARK

Runway Ident - 33

Runway Lth/Wid - 3267/ 40

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 29

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	315	Last 24 Hrs -	4
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Make/Model-	10	Last 30 Days-	12
-------------	----	---------------	----

Instrument-	29	Last 90 Days-	12
-------------	----	---------------	----

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS INTENTIONALLY TAXIING ON GRASS BETWEEN PAVED RUNWAY AND TAXIWAY FOR BETTER TAILWHEEL CONTROL. THE ACFT STRUCK AN UNSEEN OBSTRUCTION IN DUSK CONDITIONS.

Brief of Accident (Continued)

File No. - 312

6/23/88

KENT,WA

A/C Reg. No. N488JL

Time (Lcl) - 2108 PDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DUSK
 2. VISUAL LOOKOUT - 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

Brief of Accident

File No. - 361 7/08/88 ROCHE HARBOR,WA A/C Reg. No. N4590P Time (Lcl) - 1100 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 090/012 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
GIG HARBOR,WA
Destination
ROCHE HARBOR,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ROCHE HARBOR
Runway Ident - 24
Runway Lth/Wid - 4300/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 85
Last 24 Hrs - 2
Make/Model- 85
Last 30 Days- 13
Instrument- 2
Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS ATTEMPTING NO FLAP LANDING ON DOWN-SLOPING NARROW RUNWAY IN VARIABLE AND GUSTY WIND CONDS. HARD LANDING RESULTED IN DEPARTURE FROM HARD SURFACE, ENCOUNTER WITH PARALLEL DITCH AND ROCK, AND NOSEOVER.

Brief of Accident (Continued)

File No. - 361

7/08/88

ROCHE HARBOR, WA

A/C Reg. No. N4590P

Time (Lc1) - 1100 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
 6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

Brief of Accident

File No. - 337 1/24/88 SHEBOYGAN,WI A/C Reg. No. N25760 Time (Lcl) - 1145 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SHEBOYGAN FALLS,WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	SHEBOYGAN CTY MEMORIAL
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3950/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE	TOUCH AND GO	
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)
STUDENT	Current - N/A	Total - 17
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 17
		Last 30 Days- 1
		Instrument- 0
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT EXPERIENCED A LOSS OF CONTROL DURING THE TAKEOFF PORTION OF A TOUCH AND GO. THE AIRCRAFT DEPARTED THE RUNWAY AND STRUCK A SNOWBANK COLLAPSING THE NOSE GEAR. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 337

1/24/88

SHEBOYGAN,WI

A/C Reg. No. N25760

Time (Lcl) - 1145 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ICY
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - 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 GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

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) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

Brief of Accident

File No. - 367 1/30/88 NORWALK, WI A/C Reg. No. N9458U Time (Lcl) - 1845 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries
Fatal Serious Minor None

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

1 0 0 0
0 0 0 0

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 130/004 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 800 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SPARTA, WI
Destination
MADISON, WI

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 - 31
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 179 Last 24 Hrs - 2
Make/Model- 175 Last 30 Days- 11
Instrument- 4 Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE SEVERAL CALLS TO THE FSS AND OBTAINED WEATHER BRIEFINGS FOR REPORTED AND FORECAST IFR CONDITIONS ALONG HIS PROPOSED ROUTE OF FLIGHT. AFTER DEPARTURE FROM SPARTA, WISCONSIN IN WEATHER DESCRIBED BY WITNESSES TO BE BELOW VMC, THE AIRCRAFT IMPACTED IN A FIELD APPROXIMATELY 6 MILES FROM THE AIRPORT ON THE APPROXIMATE COURSE TO HIS DESTINATION AIRPORT AT AN ELEVATION OF 1400 FEET MSL. THE ELEVATION OF THE AIRPORT DEPARTED IS 811 FEET MSL.

Brief of Accident (Continued)

File No. - 367

1/30/88

NORWALK,WI

A/C Reg. No. N9458U

Time (Lcl) - 1845 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - RISING
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. WEATHER CONDITION - FOG
 5. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
 6. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 7. WEATHER CONDITION - LOW CEILING
 8. LIGHT CONDITION - DARK NIGHT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 391 2/01/88 WHEELING,WV A/C Reg. No. N287W Time (Lc1) - 1703 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING			0	0	0	7

-----Aircraft Information-----

Make/Model - DASSAULT DA-20	Eng Make/Model - GE CF-700-2D2	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 27337	Engine Type - TURBOJET	
No. of Seats - 12	Rated Power - 4500 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	CANTON,OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	WHEELING,WV	WHEELING-OHIO COUNTY
Wind Dir/Speed- CALM		Runway Ident - 03
Visibility - 1.000 SM	ATC/Airspace	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1600 FT OVERCAST	Type of Clearance - IFR	Runway Status - WET
Obstructions to Vision- FOG	Type Apch/Lndg - ILS-COMPLETE	
Precipitation - RAIN SHOWERS		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 8175
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 4
GLIDER	Aircraft Type - UNK/NR	Make/Model- 2816
		Last 30 Days- UNK/NR
		Instrument- 1044
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED AFTER AN ILS APCH TO RWY 03. ACCORDING TO THE PLT SHORTLY AFTER TOUCHDOWN HE SAW DEER AHEAD ON THE RWY. BEFORE HE COULD TAKE EVASIVE ACTION THE ACFT STRUCK TWO DEER. AFTERWARDS BRAKE PRESSURE WAS LOST. THE PLT STEERED THE ACFT ONTO GRASS OFF THE RIGHT SIDE OF THE RWY TO AVOID GOING PAST THE RWY END AND DOWN A HILL. EXAMINATION OF THE ACFT REVEALED THAT THE DEER WERE STRUCK WITH THE LEFT MAIN GEAR, FRACTURING A HYDRAULIC BRAKE LINE.

Brief of Accident (Continued)

File No. - 391

2/01/88

WHEELING,WV

A/C Reg. No. N287W

Time (Lc1) - 1703 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - FOG
2. OBJECT - ANIMAL(S)
3. CLEARANCE - NOT POSSIBLE -

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,NORMAL BRAKE SYSTEM - DISABLED
5. BRAKES(NORMAL) - UNAVAILABLE -
6. 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) 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. - 297 6/23/88 MOUNDSVILLE,WV A/C Reg. No. N54C Time (Lcl) - 1642 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During	-TAKEOFF			0	0	2
				0	0	0
						4

-----Aircraft Information-----

Make/Model	- SIKORSKY S-76A	Eng Make/Model	- ALLISON 250-C30	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 7500	Engine Type	- TURBOSHAFT		
No. of Seats	- 10	Rated Power	- 650 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	OFF AIRPORT/STRIP	
Method	- UNK/NR		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 030/010 KTS	Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- 20000 FT SCATTERED	Runway Status	- N/A
Lowest Ceiling	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL,ATP,CFI	Current	- YES	Total	- 11861	Last 24 Hrs	- 1
SE LAND,ME LAND	Months Since	- 3	Make/Model	- 2052	Last 30 Days	- UNK/NR
HELICOPTER	Aircraft Type	- UNK/NR	Instrument	- 1278	Last 90 Days	- 29
			Multi-Eng	- 2512	Rotorcraft	- 7535

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER CONTACTED POWER LINES SHORTLY AFTER TAKEOFF FROM A MINE SITE. THE NOSE GEAR OF THE HELICOPTER CONTACTED AN UNINSULATED STATIC WIRE. THIS WIRE WAS STRUNG WITH ONE OTHER STATIC WIRE AND TWO BLACK INSULATED POWER LINES. BOTH CREW MEMBERS STATED THAT THEY SAW THE BLACK LINES AND BELIEVED THEIR RATE OF CLIMB WOULD ALLOW ADEQUATE CLEARANCE. AFTER HITTING THE FIRST SET OF LINES, THE HELICOPTER BEGAN A DESCENDING TURN AND THEN CONTACTED A SECOND SET OF POWER LINES ALONG WITH A POWER POLE. THE HELICOPTER THEN COLLIDED WITH A SWITCHING HOUSE AND CAME TO REST ALONGSIDE A EARTHEN SUPPLY SLOPE. NONE OF THE WIRES WERE MARKED. THE CAPTAIN STATED THAT HE DID NOT SEE THE SILVER COLORED STATIC WIRES.

Brief of Accident (Continued)

File No. - 297

6/23/88

MOUNDSVILLE, WV

A/C Reg. No. N54C

Time (Lcl) - 1642 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE, STATIC
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 5. VISUAL LOOKOUT - INADEQUATE - COPILOT/SECOND PILOT
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - WIRE, STATIC
 7. OBJECT - WIRE, TRANSMISSION
 8. OBJECT - UTILITY 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) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 358 6/25/88 TALCOTT, WV A/C Reg. No. N9504S Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	1	0	0

-----Aircraft Information-----

Make/Model - CHAMPION 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PENCE SPRINGS, WV
Destination
BLUEFIELD, WV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HINTON-ALDERSON
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 - 61
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 700	Last 24 Hrs	- UNK/NR
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A WITNESS, THE ACFT WAS MANEUVERING AT A LOW ALTITUDE WHEN IT CONTACTED TREES. THE ACFT THEN DESCENDED, IMPACTING THE TERRAIN 45 FT FROM THE TREES AND SLID APRX 110 FT BEFORE COMING TO REST. THE PLT STATED THAT DUE TO INJURIES HE IS UNABLE TO RECALL THE ACCIDENT. POST ACCIDENT INSPECTION OF THE ACFT FAILED TO REVEAL ANY MECHANICAL FAILURES/MALFUNCTION.

Brief of Accident (Continued)

File No. - 358

6/25/88

TALCOTT,WV

A/C Reg. No. N9504S

Time (Lcl) - 1630 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. OBJECT - TREE(S)
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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