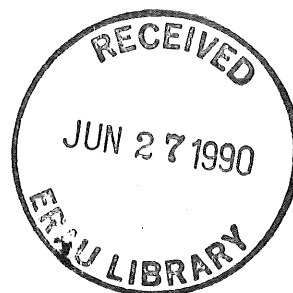


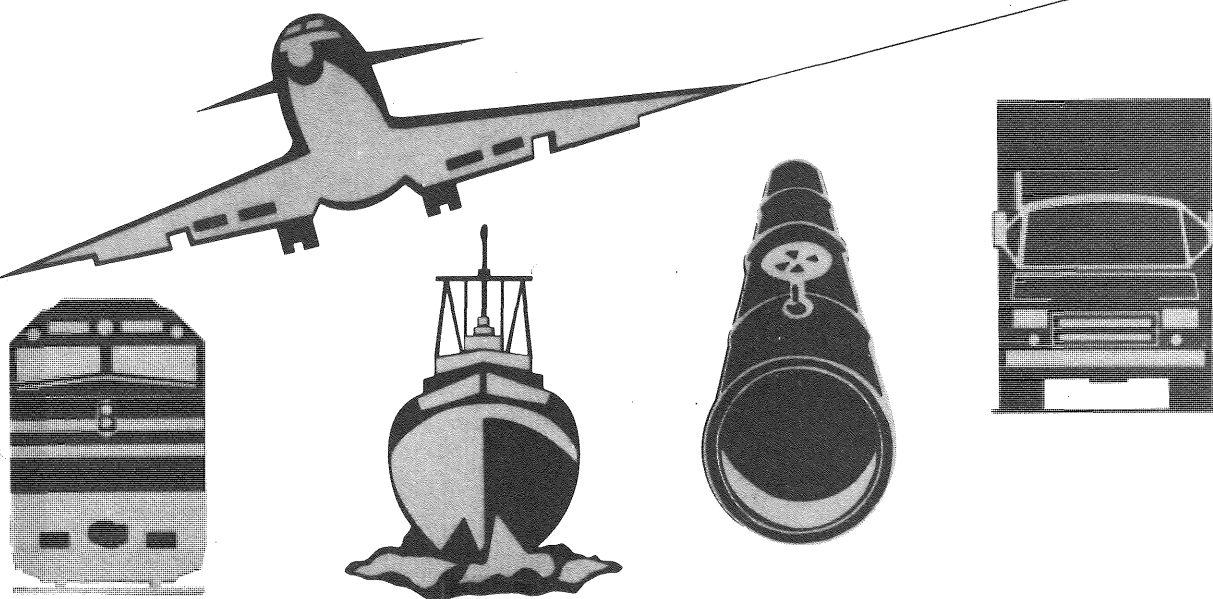
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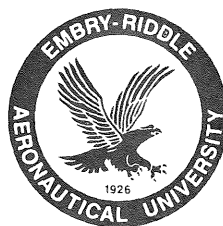
NATIONAL TRANSPORTATION SAFETY BOARD



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 4 OF 1988 ACCIDENTS





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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1988. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 0601 through 0800					
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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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File Order Listing - Issue No. 4, 1988

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
601	795	082588	WHITWELL, TN	SCHEMPP-HIRT	2	NONE	362
602	2738S	032488	MUSCLE SHOALS, AL	CESSNA	150G	MINOR	26
603	2233N	032088	EASLEY, SC	CESSNA	140	NONE	346
604	4329C	030588	LINCOLNTON, NC	CESSNA	340A	MINOR	304
605	57415	051488	SUTCLIFFE, NV	BELLANCA	7GCAA	FATAL	318
606	47345	071188	RAYVILLE, LA	TEXAS HELICO	M74C	NONE	228
607	25999	071288	SLIDELL, LA	CESSNA	152	MINOR	230
608	6406D	091788	TRUCKEE, CA	CESSNA	172N	MINOR	116
609	6227H	040288	CHANDLER, AZ	CESSNA	152	SERIOUS	56
610	78392	051588	WINNSBORO, LA	CESSNA	188	FATAL	222
611	4243	061788	BASILE, LA	GRUMMAN	G-164A	NONE	226
612	295C	071788	RUSTON, LA	CESSNA	310B	NONE	232
612	93294	071788	RUSTON, LA	CESSNA	152	NONE	234
613	60117	090288	SANTA YNEZ, CA	CESSNA	150J	NONE	106
614	5126J	091588	LA VERNE, CA	CESSNA	T310R	NONE	114
615	61175	062088	CALISTOGA, CA	CESSNA	150J	NONE	100
616	32019	022188	ANNAPOLIS, MD	PIPER	PA-28-180	NONE	238
617	3022D	011488	CONROE, TX	CESSNA	310	FATAL	364
618	66L	040988	FAYETTEVILLE, NC	BEECH	C50	FATAL	308
619	84118	030488	NORWALK, OH	CESSNA	182P	MINOR	322
620	736VS	052588	LAKE CITY, FL	CESSNA	172K	FATAL	134
621	8559A	082788	GAITHERSBURG, MD	ROBINSON	R22A	NONE	244
622	86346	082188	GAITHERSBURG, MD	AERONCA	11AC	NONE	242
623	6083A	071288	CODY, WY	PIPER	PA-18	NONE	406
624	4880Y	073088	CLIMAX, GA	PIPER	PA-25-235	MINOR	170

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625	89WS	050888	MARANA, AZ	STARR	BUMBLE BEE	SERIOUS	60
626	127AS	050288	MERCED, CA	SCHUMANN	KR-2	FATAL	88
627	7828Q	060688	GEORGETOWN, TX	CESSNA	340	FATAL	374
628	756FF	020988	TEXARKANA, AR	CESSNA	182RG	NONE	34
629	30ML	010188	FAYETTEVILLE, AR	CESSNA	414	NONE	30
630	903B	070388	RULEVILLE, MS	BELL	47D1	NONE	288
631	400BT	033188	DAVIS, CA	CESSNA	182RG	NONE	74
632	36GB	060188	MIAMI, FL	BOST	PITTS S-1C	NONE	138
633	82RC	041088	LAKELAND, FL	FALCON SPECI	S/R	SERIOUS	132
634	8806Q	071888	LAMBERT, MS	AERO COMMAND	S2R	NONE	292
635	757YP	072288	SOMERVILLE, TN	CESSNA	152	MINOR	360
636	1432J	012088	JULIETTE, GA	ROCKWELL	112A	NONE	156
637	23536	022588	RAMONA, CA	BEECH	A36	MINOR	72
638	70J	062988	MANASSAS, VA	TERRY	OSPREY II	SERIOUS	386
639	7765Q	032088	DONALSONVILLE, GA	CESSNA	310Q	NONE	158
640	5335R	063088	GREENSBORO, NC	BEECH	K35	NONE	310
641	8008S	043088	WESTLAKE, CA	CESSNA	150F	NONE	86
642	30289	052788	SCOTTSDALE, AZ	PIPER	PA-32-300	NONE	64
643	410JQ	032788	SUMMERVILLE, SC	PIPER	PA-28-235	SERIOUS	348
644	6178N	053088	LONG BEACH, CA	CESSNA	T210M	MINOR	96
645	307X	083188	KUKAKLEK, AK	MAULE	M-5-210C	NONE	8
646	456JH	090388	ANCHORAGE, AK	HELIO	H-295	NONE	10
647	7697D	090488	TALKEETNA, AK	PIPER	PA-18-150	NONE	14
648	97326	090588	MT SPUR, AK	STINSON	108	NONE	18
649	78840	031588	BUTLER, AL	CESSNA	172K	NONE	24

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650	30335	082288	RIDGELAND, SC	CESSNA	177A	MINOR	352
651	2905D	083088	WILLOW, AK	CESSNA	170B	NONE	6
652	7940Z	071288	FORT PECK, MT	CESSNA	150C	SERIOUS	302
653	2989K	090588	CHICKALOONFLATS, AK	CESSNA	180K	NONE	16
654	12020	090588	EUREKA CREEK, AK	MAULE	M-4	NONE	20
655	8994Y	030788	ORANGEBURG, SC	PIPER	PA-18-150	NONE	342
656	8563K	052788	AVON, OH	STINSON	108-2	SERIOUS	326
657	1527D	061288	PORT CLINTON, OH	CESSNA	195A	NONE	328
658	46316	040788	BRICEVILLE, TN	CESSNA	177RG	MINOR	356
659	67712	070988	AURORA, CO	CESSNA	152	MINOR	124
660	736LL	041388	ATHENS, GA	CESSNA	R172K	NONE	162
660	1213D	041388	ATHENS, GA	CESSNA	170A	NONE	164
661	74WH	083188	BARRETT JUNCT., CA	BELL	206L-1	SERIOUS	104
662	79226	090888	FRESNO, CA	CESSNA	172K	NONE	110
663	101LV	092488	VACAVILLE, CA	CENTRAIR	101	NONE	118
664	9080T	060188	CALLAHAN, FL	CONTINENTAL	MK6B	NONE	136
665	32133	070688	KEY WEST, FL	WACO	UPF-7	NONE	140
666	9416E	012088	LAKEPORT, CA	AERONCA	11AC	NONE	70
667	9429W	082888	LOWER LAKE, CA	PIPER	PA-28-235	MINOR	102
668	6181L	060388	HEMET, CA	AMERICAN	AA-1	NONE	98
669	70618	052788	FLAGSTAFF, AZ	CESSNA	182M	NONE	66
670	5083D	052388	BIG BEAR CITY, CA	CESSNA	172N	NONE	92
671	8918G	052688	PRESCOTT, AZ	CESSNA	182N	SERIOUS	62
672	6742F	042788	HAYFORK, CA	CESSNA	150F	NONE	84
673	6601P	042688	CHICO, CA	PIPER	PA-24-180	NONE	82

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674	7586E	041388	MAYER, AZ	CHAMPION	7EC	NONE	58
675	6842Q	011888	PRESCOTT, AZ	CESSNA	402C	NONE	54
676	8384T	052788	SANTA ROSA, CA	CESSNA	175C	SERIOUS	94
677	1394A	042388	PALOS VERDES, CA	HERNANDEZ	THORP T-18	FATAL	80
678	1258Q	031188	SYLVA, NC	CESSNA	150	FATAL	306
679	5WW	040388	COLORADO SPRING, CO	BEECH	A36	FATAL	120
680	4882U	052488	DILLINGHAM, AK	CESSNA	206	FATAL	2
680	353EH	052488	DILLINGHAM, AK	AEROSPATIALE	AS350D	FATAL	4
681	906JS	090388	FAIRBANKS, AK	DEHAVILLAND	DHC-2	NONE	12
682	49572	082888	EASTON, MD	CESSNA	152	NONE	246
683	32911	041188	BOWLING GREEN, KY	PIPER	PA-28-180	FATAL	220
685	25934	051988	HEBER CITY, UT	CESSNA	152	FATAL	384
686	8668L	082588	WAVERLY, VA	PIPER	PA-25-250	FATAL	388
687	9962N	080288	PAHOKEE, FL	CESSNA	180J	NONE	150
688	7979L	042088	GUNNISON, CO	BEECH	A23-19	FATAL	122
689	198CD	030488	CLEVELAND, OH	PIPER	PA-23-250	NONE	320
690	36815	041688	PORT ANGELES, WA	PIPER	PA-32RT-30	FATAL	390
691	28140	072488	DAYTONA BEACH, FL	BELLANCA	17-30A	FATAL	148
692	8727E	031288	ROCK HILL, SC	PIPER	PA-32R-300	SERIOUS	344
693	35253	052988	MILFORD, DE	CESSNA	177	SERIOUS	130
695	735SU	041388	COARSEGOLD, CA	CESSNA	TU206G	MINOR	78
696	87297	091588	WASHINGTON, DC	CESSNA	310R	NONE	128
697	84445	080488	MOSES LAKE, WA	CESSNA	172K	NONE	396
698	1671S	072988	ALMYRA, AR	SNOW	600-S2C	FATAL	50
698	3660X	072988	ALMYRA, AR	ROCKWELL	S2R-600	FATAL	52

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699	21653	031988	MANTER, KS	CESSNA	188B	SERIOUS	210
700	1986L	031588	SULLIVAN, MO	BEECH	C23	NONE	268
701	18868	021688	GRAIN VALLEY, MO	BEECH	23	NONE	262
702	12600	021188	KIMBALL, NE	CESSNA	172	NONE	312
703	4509J	020988	GOODLAND, KS	CESSNA	T-188C	NONE	206
704	2824M	020288	TEXARKANA, AR	PIPER	PA-34-200T	NONE	32
705	4717A	012888	OTTAWA, KS	CESSNA	152	NONE	204
706	44FS	022788	PINE BLUFF, AR	MORaine-SAUL	F1-156C	MINOR	36
707	8850G	022588	MANHATTAN, KS	CESSNA	150	NONE	208
708	587TC	022588	SPRINGFIELD, MO	CARTER	QUICKEE 2	NONE	264
709	517S	020388	HELENA, MT	CESSNA	421A	FATAL	300
710	85985	060388	ADA, KS	AERONCA	11AC	SERIOUS	216
711	6337Z	050788	CHASE, KS	PIPER	PA-25-150	FATAL	212
712	4022V	043088	MECHANICSVILLE, MD	CESSNA	170	MINOR	240
713	95156	093088	CONWAY, SC	CESSNA	152	NONE	354
714	731UH	081088	BAINBRIDGE, GA	CESSNA	188B	NONE	172
715	759BJ	041788	LOWELL, OH	CESSNA	182Q	NONE	324
716	51886	090288	KAUAI, HI	CESSNA	172P	FATAL	174
717	21762	040288	GUSTINE, CA	CESSNA	188B	NONE	76
718	638E	072488	HOMESTEAD, FL	CESSNA	310	NONE	146
719	8691S	070888	PLYMOUTH, FL	CESSNA	150F	NONE	142
720	4351Y	070688	STRINGER, MS	PIPER	PA-25-235C	NONE	290
721	49409	040788	MACON, GA	CESSNA	152	NONE	160
722	50715	040188	GUNTERSVILLE, AL	CESSNA	150J	MINOR	28
723	68726	040188	CHARLESTON, SC	CESSNA	152	NONE	350

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724	263Q	050288	CREVE COEUR, MO	HYDE	QUICKEE	MINOR	284
725	6436U	042988	BURLINGTON, IA	RAVEN	S-55	SERIOUS	178
726	25038	042888	DEXTER, MO	CESSNA	152	NONE	280
727	385	042888	PERRYVILLE, MO	BEECH	F17D	NONE	278
728	5873M	042588	BERRYVILLE, AR	CESSNA	310P	NONE	44
729	2500W	072688	KNOBEL, AR	GRUMMAN	G164B	NONE	48
730	7071Z	041688	RED CLOUD, NE	PIPER	PA-25	NONE	314
731	40178	041688	BELTON, MO	STINSON	108-1	NONE	276
732	53949	101788	ENGLEWOOD, CO	CESSNA	172P	NONE	126
733	5149F	091188	FAIRFIELD, CA	CESSNA	172F	NONE	112
734	3525Q	071088	GARFIELD, GA	CESSNA	188	FATAL	168
735	6994R	040188	ALBANY, KY	BEECH	B19	NONE	218
736	53546	092388	ZACHER BAY, AK	DE HAVILLAND	DHC-2	NONE	22
737	9896R	060188	SCOTTSDALE, AZ	BEECH	M35	NONE	68
738	117HA	050988	FIREBAUGH, CA	HILLER	12E	NONE	90
739	6588Q	082788	GUTHRIE, OK	ALON	A2	NONE	332
740	46831	072488	BASTROP, LA	PZL MIELEC	M18	NONE	236
741	9161C	050188	ROLLA, MO	CESSNA	180	SERIOUS	282
742	31900	040788	FORT SMITH, AR	PIPER	PA-28-161	NONE	42
743	119AE	040188	SPRINGFIELD, MO	BELL	206L-1	SERIOUS	272
744	70061	080388	JACKSONVILLE, FL	STANFORD	MONOFLY	NONE	152
745	7703J	030688	MOUND CITY, MO	PIPER	PA-32-260	NONE	266
746	9695	060688	WYNNE, AR	GRUMMAN	G-164-A	NONE	46
747	2585V	052088	CASSVILLE, MO	CESSNA	170	MINOR	286
748	3502L	051788	HORTON, KS	GREAT LAKES	2T1A2	NONE	214

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749	62551	040588	SPRINGFIELD, MO	PIPER	PA-23-250	NONE	274
750	29325	040188	CEDAR RAPIDS, IA	CESSNA	177	MINOR	176
751	5563X	032588	STUTTGART, AR	ROCKWELL	S2-R	NONE	40
752	72PF	032488	SPRINGFIELD, MO	CESSNA	172G	NONE	270
753	36190	090388	ORLANDO, FL	PIPER	PA-28	MINOR	154
754	73089	081988	SHELBY, MS	AIR TRACTOR	AT-301A	NONE	298
755	3659G	080488	GLEN ALLEN, MS	AIR TRACTOR	AT-301	MINOR	296
756	86628	071888	EGG HARBOR TWSP, NJ	BELLANCA	7KCAB	FATAL	316
757	1948W	080188	GREENVILLE, MS	BEECH	B19	MINOR	294
758	8502V	071288	PALM CITY, FL	ROCKWELL	S-2R	NONE	144
759	9603L	042288	MEMPHIS, TN	GRUMMAN AMER	AA-1B	MINOR	358
760	74070	041488	ALPHARETTA, GA	BALLOON WORK	AX-8B	SERIOUS	166
761	8370H	082388	SHELTON, WA	PIPER	J3C-65	MINOR	402
762	8541P	090888	GASQUET, CA	PIPER	PA-24-400	NONE	108
763	94649	082588	CASCADE LOCKS, OR	CESSNA	152	NONE	340
764	50672	031988	SEARCY, AR	CESSNA	150J	NONE	38
765	14407	082088	HILLSBORO, OR	CESSNA	185	NONE	338
766	737RB	082088	TYGE VALLEY, OR	CESSNA	172N	NONE	336
767	62404	081088	LEAVENWORTH, WA	HILLER	UH-12E	NONE	400
768	4603G	080888	WILBUR, WA	WEATHERLY	620	NONE	398
769	732HH	070388	ROOT RANCH, ID	CESSNA	TU-206-G	FATAL	180
770	4651P	080288	AUBURN, WA	CESSNA	152	NONE	394
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776	49207	061988	URBANA, IL	CESSNA	152	NONE	188
777	36472	062288	NOBLESVILLE, IN	PIPER	PA-28R-201	NONE	194
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793	3946L	043088	CONROE, TX	CESSNA	L-19E	FATAL	372
794	1HN	040988	BEAUMONT, TX	NEFF	BD-4	FATAL	370
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FILE ORDER LISTING

ISSUE NUMBER 4

CALENDAR YEAR 1988

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 680 5/24/88 DILLINGHAM, AK A/C Reg. No. N4882U Time (Lcl) - 1946 ADT

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

Type Operating Certificate-COMMUTER		Aircraft Damage		Injuries				
		DESTROYED			Fatal	Serious	Minor	None
Type of Operation	-OTHER WORK USE	Fire		Crew	1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		Pass	1	0	0	0
Accident Occurred During	-DESCENT			Other	2	0	0	0

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

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	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	DILLINGHAM, AK			
Completeness	- N/A	Destination	Airport Data		
Basic Weather	- VMC	LOCAL	DILLINGHAM		
Wind Dir/Speed	- 150/008 KTS		Runway Ident	- 19	
Visibility	- 25.0 SM	ATC/Airspace	Runway Lth/Wid	- 6400/ 150	
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 6000 FT BROKEN	Type of Clearance	- TRAFFIC ADVISORY	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE		STOP AND GO		
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 1000	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 1	Make/Model- 30	Last 30 Days- 30
	Aircraft Type - C-206	Instrument- 92	Last 90 Days- 30
		Multi-Eng - 40	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 206 AIRPLANE AND AN AEROSPATIALE AS350D HELICOPTER COLLIDED IN MIDAIR ONE-HALF MILE SOUTH OF THE DILLINGHAM AIRPORT, DILLINGHAM AK. BOTH AIRCRAFT HAD BEEN COMMUNICATING WITH THE DILLINGHAM FLIGHT SERVICE STATION AND HAD RECEIVED THE APPROPRIATE FLIGHT ADVISORIES. THE CESSNA WAS PRACTICING LANDINGS, AND HAD JUST DEPARTED RUNWAY 19 WHEN IT WAS STRUCK FROM THE LEFT SIDE AT AN ALTITUDE OF APPROXIMATELY 400' AGL. THE HELICOPTER WAS ON A 14 CFR PART 135 CARGO ONLY FLIGHT, AND WAS IN LEVEL CRUISE OR A SLIGHT CLIMB AT THE TIME OF THE ACCIDENT. WITNESSES RELATED THAT NEITHER AIRCRAFT TOOK EVASIVE ACTION PRIOR TO IMPACT. THE HELICOPTER'S MAIN ROTOR HUB AND TAIL BOOM SEPARATED PRIOR TO GROUND IMPACT, AND THE CESSNA'S TAIL SECTION SEPARATED AND RIGHT WING FOLDED PRIOR TO GROUND IMPACT. TAIL ROTOR BLADE STRIKES WERE VISIBLE ON THE BOTTOM AND RIGHT SIDE OF THE CESSNA, AND MAIN ROTOR BLADE STRIKES WERE VISIBLE ON THE RIGHT SIDE OF THE FUSELAGE.

Brief of Accident (Continued)

File No. - 680

5/24/88

DILLINGHAM, AK

A/C Reg. No. N4882U

Time (Lcl) - 1946 ADT

Occurrence #1 MIDAIR COLLISION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT OF OTHER AIRCRAFT

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. - 680 5/24/88 DILLINGHAM, AK A/C Reg. No. N353EH Time (Lc1) - 1946 ADT

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

Type Operating Certificate	AIR CARRIER - LARGE HELICOPTER	Aircraft Damage					
Name of Carrier	-ERA HELICOPTERS, INC.	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	1	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	1	0	0	0
Accident Occurred During	-DESCENT		Other	2	0	0	0

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

Make/Model	- AEROSPATIALE AS350D	Eng Make/Model	- LYCOMING LTS101600A3	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 4300	Engine Type	- TURBOSHAFT		
No. of Seats	- 2	Rated Power	- 531 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	DILLINGHAM, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	HAGEMEISTER IS, AK	
Wind Dir/Speed	- 150/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 6000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 15287
SE LAND, ME LAND	Months Since - 1	Make/Model	- 337
HELICOPTER	Aircraft Type - AS350	Instrument	- UNK/NR
		Multi-Eng	- 1300
		Last 24 Hrs	- 4
		Last 30 Days	- 90
		Last 90 Days	- 248
		Rotorcraft	- 13487

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

A CESSNA 206 AIRPLANE AND AN AEROSPATIALE AS350D HELICOPTER COLLIDED IN MIDAIR ONE-HALF MILE SOUTH OF THE DILLINGHAM AIRPORT, DILLINGHAM, AK. BOTH AIRCRAFT HAD BEEN COMMUNICATING WITH THE DILLINGHAM FLIGHT SERVICE STATION AND HAD RECEIVED THE APPROPRIATE FLIGHT ADVISORIES. THE CESSNA WAS PRACTICING LANDINGS, AND HAD JUST DEPARTED RUNWAY 19 WHEN IT WAS STRUCK FROM THE LEFT SIDE AT AN ALTITUDE OF APPROXIMATELY 400' AGL. THE HELICOPTER WAS ON A 14 CFR PART 135 CARGO ONLY FLIGHT, AND WAS IN LEVEL CRUISE OR A SLIGHT CLIMB AT THE TIME OF THE ACCIDENT. WITNESSES RELATED THAT NEITHER AIRCRAFT TOOK EVASIVE ACTION PRIOR TO IMPACT. THE HELICOPTER'S MAIN ROTOR HUB AND TAIL BOOM SEPARATED PRIOR TO GROUND IMPACT, AND THE CESSNA'S TAIL SECTION SEPARATED AND RIGHT WING FOLDED PRIOR TO GROUND IMPACT. TAIL ROTOR BLADE STRIKES WERE VISIBLE ON THE BOTTOM AND RIGHT SIDE OF THE CESSNA, AND MAIN ROTOR BLADE STRIKES WERE VISIBLE ON THE RIGHT SIDE OF THE FUSELAGE.

Brief of Accident (Continued)

File No. - 680

5/24/88

DILLINGHAM, AK

A/C Reg. No. N353EH

Time (Lcl) - 1946 ADT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 3. IN-FLIGHT PLANNING/DECISION - 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. - 651 8/30/88 WILLOW, AK

A/C Reg. No. N2905D

Time (Lcl) - 1830 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

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

Make/Model - CESSNA 170B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2200

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/005 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

WILLOW

Runway Ident - 13

Runway Lth/Wid - 4600/ 105

Runway Surface - GRAVEL

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4215 Last 24 Hrs - 3

Make/Model- 482 Last 30 Days- 41

Instrument- 326 Last 90 Days- 85

Multi-Eng - 841 Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE STUDENT DID A TOUCH AND GO, DURING THE INITIAL CLIMB OUT, THE AIRPLANE STALLED AND CRASHED INTO A ROW OF TREES AT THE END OF THE RUNWAY. THE STUDENT PILOT REPORTEDLY STARTLED BY TURBULENCE, PULLED RAPIDLY BACK ON THE CONTROL YOKE, AND THE AIRCRAFT STALLED. THE PILOT/CFI SAID HE COULD NOT REACT FAST ENOUGH TO REMEDY THE SITUATION.

Brief of Accident (Continued)

File No. - 651

8/30/88

WILLOW, AK

A/C Reg. No. N2905D

Time (Lc1) - 1830 ADT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
 3. STALL - INITIATED - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - 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) 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. - 645 8/31/88 KUKAKLEK,AK A/C Reg. No. N307X Time (Lcl) - 0930 ADT

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

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

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

Make/Model	- MAULE M-5-210C	Eng Make/Model	- CONTINENTAL IO-360-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 210 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	PORT ALSWORTH,AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- CALM	ATC/Airspace	- N/A
Visibility	- 100.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- N/A	Type of Clearance	- N/A
Lowest Ceiling	- 8000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 1860
SE LAND,ME LAND,SE SEA	Months Since - 4	Make/Model	- 850
	Aircraft Type - C-182	Instrument	- 260
		Multi-Eng	- 396
		Last 24 Hrs	- 3
		Last 30 Days	- 24
		Last 90 Days	- 77

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF ROLL ON THE GRAVEL BAR THE AIRPLANE CROSSED THE GRAVEL AREA ON TO THE SOFT TUNDRA. THE PILOT THEN LOST DIRECTIONAL CONTROL OF THE AIRPLANE. THE AIRPLANE NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 645

8/31/88

KUKAKLEK, AK

A/C Reg. No. N307X

Time (Lc1) - 0930 ADT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 2. TERRAIN CONDITION - SOFT
 3. TERRAIN CONDITION - TUNDRA
 4. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
 5. PREFLIGHT PLANNING/PREPARATION - 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) 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. - 646 9/03/88 ANCHORAGE, AK A/C Reg. No. N456JH Time (Lcl) - 1622 ADT

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

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

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

Make/Model - HELIO H-295	Eng Make/Model - LYCOMING G0-480-G	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 295 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	ANCHORAGE INTERNATIONAL
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10500/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1000
SE LAND, SE SEA	Months Since - 7	Last 24 Hrs - 10
	Aircraft Type - H-295	Make/Model- 100
		Instrument- 0
		Last 30 Days- 15
		Last 90 Days- 30
		Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL ON THE RUNWAY AT APPROXIMATELY 20 TO 25 MPH THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE. THE AIRPLANE LOOPED TO THE RIGHT.

Brief of Accident (Continued)

File No. - 646

9/03/88

ANCHORAGE, AK

A/C Reg. No. N456JH

Time (Lcl) - 1622 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 681 9/03/88 FAIRBANKS, AK A/C Reg. No. N906JS Time (Lcl) - 2113 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire IN FLIGHT

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

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

Make/Model - DEHAVILLAND DHC-2
Landing Gear - FLOAT
Max Gross Wt - 5370
No. of Seats - 4

Eng Make/Model - P&W PT6A-20
Number Engines - 1
Engine Type - TURBOPROP
Rated Power - 550 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- 360/004 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 6000 FT
Lowest Ceiling - 20000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MINTO FLATS, AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FAIRBANKS
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, SE SEA

Age - 44

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3000	Last 24 Hrs	-	2
Make/Model	-	132	Last 30 Days	-	15
Instrument	-	500	Last 90 Days	-	55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS ON A CLIMBOUT AT APPROXIMATELY 1000 TO 1200 FEET M.S.L. WHEN THE ENGINE QUIT AND THE PILOT ENCOUNTERED AN ENGINE FIRE. THE PILOT ELECTED TO GO BACK TO THE AIRPORT. THE AIRPLANE CRASHED ON THE TAXIWAY, AND THE AIRPLANE WAS SUBSTANTIALLY DAMAGED. THE PILOT WAS NOT INJURED. EXAMINATION OF THE AIRCRAFT ENGINE REVEALED A HOLE IN THE SIDE OF THE ENGINE COMBUSTION CHAMBER LINER. THE TURBINE CHAMBER AND TURBINE BLADE WERE COMPLETELY DESTROYED BY THE INFLIGHT FIRE AND UNCONTAINED CASE FAILURE.

Brief of Accident (Continued)

File No. - 681

9/03/88

FAIRBANKS, AK

A/C Reg. No. N906JS

Time (Lcl) - 2113 ADT

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

Finding(s)

1. COMBUSTION ASSEMBLY, OUTER CASING - FAILURE, TOTAL
2. COMBUSTION ASSEMBLY, INNER CASING - FAILURE, TOTAL
3. TURBINE ASSEMBLY, TURBINE BLADE - SEPARATION

Occurrence #2 FIRE
Phase of Operation TAKEOFF

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 HARD LANDING
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 647 9/04/88 TALKEETNA, AK A/C Reg. No. N7697D Time (Lcl) - 1535 ADT

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320	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 - VMC	LOCAL	
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 22000
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 2	Make/Model- 1500
	Aircraft Type - PA-18	Instrument- 2500
		Multi-Eng - 18000
		Last 24 Hrs - 2
		Last 30 Days- 10
		Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF ROLL AND INITIAL CLIMB FROM THE GRAVEL BAR, HE LOST DIRECTIONAL CONTROL OF THE AIRPLANE CAUSING THE AIRPLANE TO STALL, THEN THE AIRPLANE GROUND LOOPED.

Brief of Accident (Continued)

File No. - 647

9/04/88

TALKEETNA, AK

A/C Reg. No. N7697D

Time (Lcl) - 1535 ADT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 653 9/05/88 CHICKALOONFLATS, AK A/C Reg. No. N2989K Time (Lcl) - 1200 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	-LANDING						

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

Make/Model	- CESSNA 180K	Eng Make/Model	- CONTINENTAL O-470M	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	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	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ANCHORAGE, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 210/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 60.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 587
SE LAND, SE SEA	Months Since - 2	Make/Model	- 432
	Aircraft Type - C-180	Instrument	- 59
		Multi-Eng	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- 13
		Last 90 Days	- 41
		Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TOUCHDOWN OFF SHORE ON THE MUD FLATS, THE PILOT LOST COMPLETE CONTROL OF THE AIRPLANE. THE AIRPLANE THEN NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 653

9/05/88

CHICKALOONFLATS, AK

A/C Reg. No. N2989K

Time (Lc1) - 1200 ADT

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

Finding(s)

1. TERRAIN CONDITION - NONE SUITABLE
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 648

9/05/88

MT SPUR, AK

A/C Reg. No. N97326

Time (Lcl) - 0930 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - STINSON 108
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-B2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 108

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	164	Last 24 Hrs -	1
Make/Model-	82	Last 30 Days-	12	
Instrument-	0	Last 90 Days-	23	
Multi-Eng -	0			

Instrument Rating(s) - NONE

-----Narrative-----

AT 1500 FEET M.S.L. A COMPLETE ENGINE FAILURE OCCURRED. AN EMERGENCY LANDING WAS MADE ON A GRAVEL BAR. DURING THE ROLLOUT THE AIRPLANE COLLIDED WITH A GRAVEL BANK. AN ON SITE EXAMINATION OF THE ENGINE REVEALED A HOLE IN THE CASE NEXT TO THE LEFT EXHAUST MANIFOLD AND THREE OR FOUR SMALLER HOLES ON TOP OF THE ENGINE. THE ENGINE WILL NOT BE RECOVERED FROM THE CRASH SITE.

Brief of Accident (Continued)

File No. - 648

9/05/88

MT SPUR, AK

A/C Reg. No. N97326

Time (Lc1) - 0930 ADT

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
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. - 654 9/05/88 EUREKA CREEK, AK A/C Reg. No. N12020 Time (Lcl) - 1600 ADT

-----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 -TAKEOFF					

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

Make/Model - MAULE M-4	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PALMER, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
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 - 140
SE LAND	Months Since - 7	Make/Model- 140
	Aircraft Type - M-4	Instrument- 2
		Multi-Eng - 0
		Last 24 Hrs - 3
		Last 30 Days- 17
		Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL ON AN UPSLOPING GRAVEL AIRSTRIP, THE PILOT LOST CONTROL OF THE AIRPLANE. THE AIRPLANE NOSED OVER ON ITS BACK. THE PILOT AND BOTH PASSENGERS EXITED THE AIRPLANE WITHOUT INJURIES.

Brief of Accident (Continued)

File No. - 654

9/05/88

EUREKA CREEK, AK

A/C Reg. No. N12020

Time (Lc1) - 1600 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. TERRAIN CONDITION - UPHILL
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 736 9/23/88 ZACHER BAY, AK A/C Reg. No. N53546 Time (Lcl) - 1850 ADT

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

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

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

Make/Model	- DE HAVILLAND DHC-2	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5090	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	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	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	KODIAK, AK		Runway Ident	- N/A
Wind Dir/Speed	- 160/015 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 9115	Last 24 Hrs - 47
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model - 658	Last 30 Days - 96
HELICOPTER	Aircraft Type - C-206	Instrument - 108	Last 90 Days - 394
		Multi-Eng - 1588	Rotorcraft - 523

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF RUN ON THE WATER, HE LOST DIRECTIONAL CONTROL OF THE AIRPLANE, DUE TO THE HIGH WIND CONDITION. THE AIRPLANE'S WING TIP STRUCK THE WATER CAUSING THE AIRPLANE TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 736

9/23/88

ZACHER BAY, AK

A/C Reg. No. N53546

Time (Lcl) - 1850 ADT

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

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
 2. WEATHER CONDITION - HIGH WIND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 649 3/15/88 BUTLER,AL A/C Reg. No. N78840 Time (Lcl) - 0815 CST

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

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

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

Make/Model	- CESSNA 172K	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	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	ALEXANDER CITY,AL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed	- 315/009 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 25.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- DIRT
Lowest Ceiling	- NONE	Type Apch/Lndg	- PRECAUTIONARY LANDING	Runway Status	- ROUGH
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 23000	Last 24 Hrs - 8
SE LAND,ME LAND	Months Since - 4	Make/Model- 7000	Last 30 Days- UNK/NR
	Aircraft Type - C-172K	Instrument- UNK/NR	Last 90 Days- 300
		Multi-Eng - 9000	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPTD THAT HE OBSERVED THE ENGINE OIL PRESSURE INDICATION DROP TO ZERO DURING A LOW-LEVEL PIPELINE PATROL FLIGHT. HE ATTEMPTED TO INCREASE ENGINE PWR AND INITIATE A CLIMB, BUT THE ENGINE BEGAN TO RUN ROUGH. HE SUBSEQUENTLY LANDED ON THE PIPELINE RIGHT-OF-WAY, WHERE THE AIRPLANE COLLIDED WITH ROUGH TERRAIN AND NOSED OVER. POST-CRASH EXAM OF THE ENGINE REVEALED NO EVIDENCE OF ANY PREEXISTING MECHANICAL MALFUNCTION OR FAILURE. SUBSEQUENT ENGINE TEST-RUNS REVEALED NORMAL OIL PRESSURE INDICATIONS, ON BOTH THE COCKPIT GAUGE AND AN EXTERNAL, DIRECT-READING GAUGE.

Brief of Accident (Continued)

File No. - 649

3/15/88

BUTLER,AL

A/C Reg. No. N78840

Time (Lcl) - 0815 CST

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

Finding(s)

1. FLUID,OIL - PRESSURE TOO LOW
2. ENGINE ASSEMBLY - VIBRATION

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR,NOSE GEAR - COLLAPSED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 602 3/24/88 MUSCLE SHOALS, AL A/C Reg. No. N2738S Time (Lcl) - 1642 CST

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

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

-----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-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	RUSSELLVILLE, AL		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	MUSCLE SHOALS	
Wind Dir/Speed	- 190/012 KTS		Runway Ident	- 36
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 4000/ 100
Lowest Sky/Clouds	- N/A	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 6000 FT OVERCAST	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 17	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 14
	Months Since - N/A	Make/Model	- 14
	Aircraft Type - N/A	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- 14
		Last 90 Days	- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE EXPERIENCED A LOSS OF ELECTRICAL POWER DURING THE LOCAL, SOLO FLT. THE STUDENT ELECTED TO MAKE A PRECAUTIONARY LDG AT MUSCLE SHOALS ARPT (MSL) WHICH WAS THE NEAREST ARPT. HE MADE TWO ATTEMPTS TO LAND ON RWY 36, WITH A 12-20 KT TAILWIND: ON THE FIRST ATTEMPT, HE WAS UNABLE TO PUT THE AIRPLANE ON THE RWY AND HE EXECUTED A GO-AROUND. ON THE SECOND ATTEMPT, HE LANDED; THE AIRPLANE OVERRAN THE 4,000 FT RWY AND NOSED OVER. THE STUDENT RPTD THAT HE WAS UNABLE TO LOCATE THE ARPT WINDSOCK PRIOR TO LDG. THE WINDSOCK IS LOCATED AT ABOUT MIDFIELD, ACCORDING TO ARPT LAYOUT DIAGRAMS. POST-CRASH EXAM OF THE AIRPLANE BY A MECHANIC REVEALED THAT THE ALTERNATOR FIELD WIRE HAD BROKEN AT THE FIELD TERMINAL, WHICH DISABLED THE ALTERNATOR AND SUBSEQUENTLY LED TO A DISCHARGED BATTERY. THE STUDENT HAD ONLY ABOUT 1 HR SOLO FLT EXPERIENCE. HE HAD PREVIOUSLY LANDED AT MSL, DURING A DUAL-INSTRUCTIONAL FLT ABOUT A WEEK BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 602

3/24/88

MUSCLE SHOALS, AL

A/C Reg. No. N2738S

Time (Lcl) - 1642 CST

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

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - DISCONNECTED
2. ELECTRICAL SYSTEM, ALTERNATOR - DISABLED
3. ELECTRICAL SYSTEM, BATTERY - EXHAUSTION
4. ELECTRICAL SYSTEM - INOPERATIVE

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

5. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
6. WEATHER CONDITION - TAILWIND
7. WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND
8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
9. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
10. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

11. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 722 4/01/88 GUNTERSVILLE, AL A/C Reg. No. N50715 Time (Lcl) - 1500 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 150J
Landing Gear - FLOAT
Max Gross Wt - 1650
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/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 - 5.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 3000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND, SE SEA

GLIDER

Age - 50

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1715

Make/Model- 26

Instrument- 281

Multi-Eng - 200

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE SEAPLANE COLLIDED WITH THE WATER SHORTLY AFTER TAKEOFF. THE PLT RPTD THAT A LARGE SPIDER DROPPED IN FRONT OF HIM AND DISTRACTED HIM. THE AIRPLANE WAS IN A GRADUAL RIGHT TURN ABOUT 100 FT ABOVE THE WATER AT THE TIME. HE ATTEMPTED TO SWAT THE SPIDER WITH HIS HAT AND INADVERTENTLY ALLOWED THE AIRPLANE TO DESCEND INTO THE WATER. THE AIRPLANE FLIPPED OVER AND CAME TO REST INVERTED. HE EXITED THE AIRPLANE AS IT SANK AND WAS RESCUED BY A FISHERMAN. THE PLT NOTED THAT THE WATER WAS GLASSY AND THAT THE SKY WAS OVERCAST AT THE TIME. HE INDICATED THAT THE LACK OF NEARBY OUTSIDE VISUAL REFERENCES CONTRIBUTED TO HIS INADVERTENTLY ALLOWING THE AIRPLANE TO DESCEND INTO THE WATER.

Brief of Accident (Continued)

File No. - 722

4/01/88

GUNTERSVILLE, AL

A/C Reg. No. N50715

Time (Lc1) - 1500 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
 2. OBJECT - ANIMAL(S)
 3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER

Phase of Operation MANEUVERING

-----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. - 629 1/01/88 FAYETTEVILLE, AR A/C Reg. No. N30ML Time (Lcl) - 1530 CST

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

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

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

Make/Model	- CESSNA 414	Eng Make/Model	- CONTINENTAL TS10-520J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	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	ROGERS, AR			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	FAYETTEVILLE, AR		FAYETTEVILLE	
Wind Dir/Speed	- 360/009 KTS	ATC/Airspace		Runway Ident	- 34
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 6006/ 100
Lowest Sky/Clouds	- N/A	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 25000 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 - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 1751	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 1	Make/Model - 50	Last 30 Days - 50
	Aircraft Type - UNK/NR	Instrument - 172	Last 90 Days - 147
		Multi-Eng - 800	Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLT, THE CFI AND STUDENT PLT HEARD A LOUD POP WHILE ATTEMPTING TO LOWER THE GEAR IN PREPARATION FOR LANDING. SEVERAL FLYBYS PAST THE CONTROL TOWER WERE MADE TO CONFIRM AN UNSAFE NOSE GEAR CONFIGURATION. THEY FLEW THE AIRCRAFT AN ADDITIONAL HOUR AND A HALF TO LIGHTEN THE FUEL LOAD, ATTEMPTED TO LOWER THE GEAR WITH EMERGENCY PROCEDURES, THEN ATTEMPTED AN EMERGENCY LANDING. THE NOSE GEAR COLLAPSED AND CONSEQUENTLY, THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. POST FLIGHT INSPECTION REVEALED A FLAT NOSE GEAR STRUT, AND MECHANICAL PROBLEMS IN THE NOSE GEAR STRUT ASSEMBLY.

Brief of Accident (Continued)

File No. - 629

1/01/88

FAYETTEVILLE,AR

A/C Reg. No. N30ML

Time (Lc1) - 1530 CST

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

Finding(s)

1. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,PARTIAL
2. EMERGENCY PROCEDURE - ATTEMPTED -

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

Finding(s)

3. LANDING GEAR,NOSE GEAR - MOVEMENT RESTRICTED
4. LANDING GEAR,NOSE GEAR STRUT - PRESSURE TOO LOW
5. LANDING GEAR,NOSE GEAR ASSEMBLY - JAMMED

-----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) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 704 2/02/88 TEXARKANA, AR A/C Reg. No. N2824M Time (Lcl) - 2020 CST

-----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	3
Accident Occurred During	-LANDING					

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

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL TIO-360	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 200 HP		

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

<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- 170/004 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 1900 FT OVERCAST</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>HOT SPRINGS, AR</p> <p>Destination</p> <p>TEXARKANA, AR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>TEXARKANA</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 6601/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 36</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-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0"> <tr> <td>Total</td> <td>- 9300</td> <td>Last 24 Hrs -</td> <td>3</td> </tr> <tr> <td>Make/Model-</td> <td>1150</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>675</td> <td>Last 90 Days-</td> <td>95</td> </tr> <tr> <td>Multi-Eng -</td> <td>5000</td> <td>Rotorcraft -</td> <td>300</td> </tr> </table>	Total	- 9300	Last 24 Hrs -	3	Make/Model-	1150	Last 30 Days-	UNK/NR	Instrument-	675	Last 90 Days-	95	Multi-Eng -	5000	Rotorcraft -	300
Total	- 9300	Last 24 Hrs -	3															
Make/Model-	1150	Last 30 Days-	UNK/NR															
Instrument-	675	Last 90 Days-	95															
Multi-Eng -	5000	Rotorcraft -	300															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING THE COMPLETION OF THE ILS APPROACH AND LANDING ON RUNWAY 22 AT THE TEXARKANA, ARKANSAS AIRPORT THE NOSE GEAR OF THE AIRCRAFT COLLAPSED DURING THE LANDING ROLL. THE AIRCRAFT COLLIDED WITH THE RUNWAY CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT. THE COMMERCIAL PILOT AND THREE PASSENGERS WERE NOT INJURED. CAUSE OF THE NOSE GEAR COLLAPSE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 704

2/02/88

TEXARKANA, AR

A/C Reg. No. N2824M

Time (Lcl) - 2020 CST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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. - 628 2/09/88 TEXARKANA,AR A/C Reg. No. N756FF Time (Lcl) - 1130 CST

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

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

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

Make/Model - CESSNA 182RG	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	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	TEXARKANA,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ADDISON,TX	TEXARKANA REGIONAL
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	• Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1086
SE LAND	Months Since - 15	Make/Model- 59
	Aircraft Type - PA-28	Instrument- 208
		Multi-Eng - 32
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC CLAIMED HE WAS UNABLE TO START THE AIRCRAFT NORMALLY. HE SAID HE COULDN'T REMEMBER IF HE PROPERLY SECURED THE ACFT BEFORE ATTEMPTING TO PROP START. AS HE PULLED THE PROPELLER THROUGH, THE ACFT ENG REVVED UP TO A HIGH RPM. THE PIC CLAIMED THERE WAS A DEAD SPOT IN THE STARTER PREVENTING HIM FROM ACCOMPLISHING A NRML START. WITNESSES STATED THEY OBSRVD THE ACFT ROLL RAPIDLY FORWARD, NARROWLY MISSING A LRGE TURBOPROP ACFT AND A FUEL TRUCK, BEFORE HITTING A TREE WHICH RIPPED OFF ONE WING. POST ACCIDENT INSP OF THE ACFT SYSTEMS REVEALED NO MECHANICAL DISCREPANCY. THE PIC WAS EARLIER OBSERVED BY A CFI AT THE ADDISON, TX, ARPT PERFORMING THE SAME STARTING PROCEDURE. THE PIC GAVE NO REASON FOR NOT SEEKING MAINTENANCE ASSISTANCE TO CORRECT THE STARTER PROBLEM.

Brief of Accident (Continued)

File No. - 628

2/09/88

TEXARKANA, AR

A/C Reg. No. N756FF

Time (Lc1) - 1130 CST

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

Finding(s)

1. ENGINE ACCESSORIES, ENGINE STARTER - INOPERATIVE
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 3. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

----Probable Cause----

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

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. - 706 2/27/88 PINE BLUFF, AR A/C Reg. No. N44FS Time (Lc1) - 0930 CST

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

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

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

Make/Model	- MORaine-SAULNIER F1-156C	Eng Make/Model	- ARGUS AS-10E	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2910	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- UNK/NR	Rated Power	- 240 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">TULSA, OK</p> <p>Destination</p> <p style="padding-left: 20px;">NEW ORLEANS, LA</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;">GRIDER</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 5998/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND, SE SEA</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 - 18</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 2812</td> <td>Last 24 Hrs</td> <td>- 3</td> </tr> <tr> <td>Make/Model</td> <td>- 63</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 0</td> <td>Last 90 Days</td> <td>- 11</td> </tr> <tr> <td>Multi-Eng</td> <td>- 10</td> <td></td> <td></td> </tr> </table>	Total	- 2812	Last 24 Hrs	- 3	Make/Model	- 63	Last 30 Days	- UNK/NR	Instrument	- 0	Last 90 Days	- 11	Multi-Eng	- 10		
Total	- 2812	Last 24 Hrs	- 3															
Make/Model	- 63	Last 30 Days	- UNK/NR															
Instrument	- 0	Last 90 Days	- 11															
Multi-Eng	- 10																	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT, WHILE HAND-PROPPING THE ACFT FOR A PERSONAL FLT, STARTED THE ENGINE. THE COCKPIT WAS UNATTENDED. HE WAS ASSISTED BY TWO GROUND CREWMEMBERS THAT WERE HOLDING ONTO THE WING STRUTS. AFTER STARTING, THE ENGINE PROGRESSIVELY DEVELOPED MORE POWER, AND THE GROUND CREW WAS UNABLE TO STOP THE ACFT'S FWD MOVEMENT. THE ACFT STRUCK A LIGHT POST, THEN A HANGAR DOOR. ONE GROUND ASSISTANT FELL WHILE TRYING TO RESTRAIN THE ACFT AND SUFFERED MINOR INJURIES. THE PLT SAID HE NEGLECTED TO SECURE THE ENGINE'S THROTTLE FRICTION LOCK.

Brief of Accident (Continued)

File No. - 706

2/27/88

PINE BLUFF, AR

A/C Reg. No. N44FS

Time (Lcl) - 0930 CST

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

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 2. THROTTLE/POWER CONTROL FRICTION LOCK - NOT USED - PILOT IN COMMAND
-

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

Finding(s)

3. TIE DOWN - NOT USED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 764 3/19/88 SEARCY, AR A/C Reg. No. N50672 Time (Lcl) - 0930 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 150J
Landing Gear - TAILWHEEL-ALL 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- 250/008 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

SEARCY
Runway Ident - 01
Runway Lth/Wid - 5000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 440	Last 24 Hrs	- 3
Make/Model	- 16	Last 30 Days	- UNK/NR
Instrument	- 52	Last 90 Days	- 71
Multi-Eng	- 4		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING IN DIRECT CROSSWIND, THE PIC LOST DIRECTIONAL CONTROL DURING THE ROLL OUT. THE ACFT VEERED OFF THE RUNWAY, DAMAGING THE RIGHT WING TIP AND EMPENNAGE. THE PILOT STATED HE THOUGHT A GUST OF WIND CAUSED THE LOSS OF CONTROL.

Brief of Accident (Continued)

File No. - 764

3/19/88

SEARCY, AR

A/C Reg. No. N50672

Time (Lcl) - 0930 CST

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 751 3/25/88 STUTTGART, AR

A/C Reg. No. N5563X

Time (Lcl) - 1600 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - ROCKWELL S2-R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STUTTGART, AR
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 20
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2160
Make/Model- 10
Instrument- 100
Last 24 Hrs - UNK/NR
Last 30 Days- 30
Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A POST MAINTENANCE TEST FLT, PIC EXPERIENCED A POWER LOSS SHORTLY AFTER LIFT OFF. THE ACFT CRASHED NOSE LOW, IN A LEFT TURN. THE ENGINE WAS THROWN CLEAR OF THE AIRFRAME. POST ACCIDENT INSPECTION OF THE PROPELLER BLADES INDICATED A MINIMUM AMOUNT OF POWER BEING DEVELOPED ON IMPACT WITH THE TERRAIN. THE PILOT REPORTED THAT THE PREVIOUS ENGINE PROBLEMS INCLUDED FUEL AND IGNITION. HE SAID HE THOUGHT THE PROBLEMS HAD BEEN CORRECTED.

Brief of Accident (Continued)

File No. - 751

3/25/88

STUTT GART, AR

A/C Reg. No. N5563X

Time (Lc1) - 1600 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

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. TERRAIN CONDITION - NONE SUITABLE

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

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

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. - 742 4/07/88 FORT SMITH, AR A/C Reg. No. N31900 Time (Lcl) - 2000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 260/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
FORT SMITH, AR
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FT. SMITH MUNI
Runway Ident - 25
Runway Lth/Wid - 8000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 27

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 14 Last 24 Hrs - 1
Make/Model - 7 Last 30 Days - UNK/NR
Instrument - 0 Last 90 Days - 7

Instrument Rating(s) - NONE

-----Narrative-----

IMMEDIATELY AFTER TAKEOFF, THE STUDENT PILOT PERFORMING HIS FIRST SUPERVISED SOLO FLIGHT, SAID THE AIRCRAFT BEGAN A LEFT TURN. HE SAID THE RUDDER PEDALS FELT INOPERATIVE. HE REDUCED POWER AND LANDED ADJACENT THE RUNWAY SUBSTANTIALLY DAMAGING THE ACFT. SUBSEQUENT INSPECTION REVEALED NO CONTROL MALFUNCTION, NOR LACK OF CONTINUITY OF THE CONTROL SYSTEMS.

Brief of Accident (Continued)

File No. - 742

4/07/88

FORT SMITH, AR

A/C Reg. No. N31900

Time (Lc1) - 2000 CDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. FLIGHT CONTROLS - NOT UNDERSTOOD - PILOT IN COMMAND
-

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

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 728 4/25/88 BERRYVILLE, AR A/C Reg. No. N5873M Time (Lcl) - 1225 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TABLEROCK, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BERRYVILLE, AR	Runway Ident - N/A
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 13.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 7000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2230
SE LAND	Months Since - 9	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 15
		Multi-Eng - 18
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 65
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TRYING OUT HIS FRIEND'S NEWLY PURCHASED TWIN, THE PILOT STATED AN EMERGENCY LANDING WAS MADE DUE TO POWER LOSS BECAUSE OF FUEL STARVATION. THE PIC SAID HE WAS NEGLIGENT BECAUSE HE DID NOT POSSESS A MULTIENGINE RATING AND ALSO DID NOT STUDY THE FUEL SYSTEM. THE FUEL SELECTORS WERE FOUND ON THE EMPTY MAIN TANKS, WHILE FUEL WAS STILL AVAILABLE FROM BOTH AUX TANKS. THE ACFT WAS SUBSTANTIALLY DAMAGED, AND THE PLT AND PAX WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 728

4/25/88

BERRYVILLE, AR

A/C Reg. No. N5873M

Time (Lcl) - 1225 CDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. FLIGHT MANUALS - NOT USED - PILOT IN COMMAND
4. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. INADEQUATE TRANSITION/UPGRADE TRAINING - 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)

6. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

7. LANDING GEAR, NOSE GEAR - COLLAPSED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 746 6/06/88 WYNNE, AR A/C Reg. No. N9695 Time (Lcl) - 1500 CDT

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

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

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

Make/Model	- GRUMMAN G-164-A	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">PRIVATE STRIP</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 45</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4500</p> <p>Make/Model- 3500</p> <p>Instrument- 12</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- 60</p> <p>Last 90 Days- 100</p>
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Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING THE TAKEOFF FROM A PRIVATE STRIP NEAR WYNNE, ARKANSAS, THE PILOT REPORTED THAT HE FAILED TO ESTABLISH AND MAINTAIN AN ADEQUATE ANGLE OF CLIMB WITH THE HEAVILY LOADED CONDITION OF THE AIRCRAFT. THE AIRCRAFT IMPACTED TREES IN THE FLIGHT PATH, THEN COLLIDED WITH THE TERRAIN. A POST-IMPACT FIRE OCCURRED.

Brief of Accident (Continued)

File No. - 746

6/06/88

WYNNE, AR

A/C Reg. No. N9695

Time (Lcl) - 1500 CDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
 6. TERRAIN CONDITION - GROUND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 729 7/26/88 KNOBEL,AR A/C Reg. No. N2500W Time (Lcl) - 1645 CDT

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

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

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

Make/Model - GRUMMAN G164B	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CORNING,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KNOBEL,AR	Runway Ident - N/A
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	SOFT
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	Current - YES	Total - 4500
SE LAND	Months Since - 5	Make/Model- 2000
	Aircraft Type - UNK/NR	Instrument- 10
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE HAD JUST COMPLETED AN AERIAL APPLICATION OPERATION AND WAS RETURNING TO HIS BASE AIRFIELD TO RE-LOAD. WHILE IN A LOW LEVEL CRUISE, THE ENGINE QUIT ABRUPTLY, AND AN EMERGENCY LDG WAS ATTEMPTED IN A SOFT, MUDDY SOY BEAN FIELD. DURING THE LDG ROLL, THE ACFT NOSED OVER. ENGINE FAILURE WAS ATTRIBUTED TO A SEVERED SAFETY WIRE HOLDING A BOLT ON THE CARBURETOR FLOAT VALVE, ALLOWING THE FLOAT TO RESTRICT THE FUEL FLOW.

Brief of Accident (Continued)

File No. - 729

7/26/88

KNOBEL,AR

A/C Reg. No. N2500W

Time (Lcl) - 1645 CDT

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR FLOAT - DISABLED
 2. FLUID,FUEL - STARVATION
 3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 698 7/29/88 ALMYRA, AR A/C Reg. No. N1671S Time (Lcl) - 1900 CDT

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

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

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

Make/Model - SNOW 600-S2C	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 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- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4000
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 12
	Aircraft Type - C-182	Make/Model- 3000
		Instrument- 85
		Last 30 Days- 30
		Last 90 Days- 75
		Rotorcraft - 0
		Multi-Eng - 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO AG AIRCRAFT WERE SPRAYING THE SAME FIELD. ACCORDING TO SEVERAL WITNESSES, 1671S WAS HEADING SOUTH AND 3660X WAS HEADING EAST. BOTH AIRCRAFT WERE ACTIVELY ENGAGED IN THE SPRAYING OPERATION BUT DID NOT SEEM TO THE WITNESSES TO BE COORDINATING WITH EACH OTHER. 3660X HAD STARTED A LEFT TURN TO A NORTHERLY DIRECTION WHEN 1671S PULLED UP AND COLLIDED WITH 3660X. BOTH AIRCRAFT IMPACTED THE TERRAIN IMMEDIATELY AFTER THE COLLISION.

Brief of Accident (Continued)

File No. - 698

7/29/88

ALMYRA, AR

A/C Reg. No. N1671S

Time (Lcl) - 1900 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. COMMUNICATIONS - 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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 698 7/29/88 ALMYRA, AR A/C Reg. No. N3660X Time (Lcl) - 1900 CDT

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

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

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

Make/Model - ROCKWELL S2R-600	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 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- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8500
SE LAND	Months Since - 5	Make/Model- 7000
	Aircraft Type - C-182	Instrument- 250
		Multi-Eng - 0
		Last 24 Hrs - 13
		Last 30 Days- 55
		Last 90 Days- 105
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

TWO AG AIRCRAFT WERE SPRAYING THE SAME FIELD. ACCORDING TO SEVERAL WITNESSES, 1671S WAS HEADING SOUTH AND 3660X WAS HEADING EAST. BOTH AIRCRAFT WERE ACTIVELY ENGAGED IN THE SPRAYING OPERATION BUT DID NOT SEEM TO THE WITNESSES TO BE COORDINATING WITH EACH OTHER. 3660X HAD STARTED A LEFT TURN TO A NORTHERLY DIRECTION WHEN 1671S PULLED UP AND COLLIDED WITH 3660X. BOTH AIRCRAFT IMPACTED THE TERRAIN IMMEDIATELY AFTER THE COLLISION.

Brief of Accident (Continued)

File No. - 698

7/29/88

ALMYRA,AR

A/C Reg. No. N3660X

Time (Lcl) - 1900 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. COMMUNICATIONS - 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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 675 1/18/88 PRESCOTT,AZ A/C Reg. No. N6842Q Time (Lc1) - 0925 MST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage						
Name of Carrier	-GOLDEN PACIFIC	SUBSTANTIAL						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	8
Accident Occurred During	-LANDING							

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

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TSIO-520-VB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6850	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 325 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELETYPE	PHOENIX,AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	PRESCOTT,AZ	LOVE FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 21
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7608/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1200 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - SNOW - DRY
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 4574
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - C-402C	Make/Model- 423
		Instrument- 236
		Last 30 Days- 99
		Last 90 Days- 364
		Multi-Eng - 1488

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED WEATHER OF 1,200 FT OVERCAST AND 2 MILES EXISTED AT THE TIME OF THE FLIGHT'S ARRIVAL AND AN ILS APPROACH WAS EXECUTED TO RUNWAY 21. THE PILOT SAID THAT ABOUT TWO INCHES OF SNOW COVERED THE RUNWAY AND THE SURROUNDING TERRAIN AT THE TIME. AT THE CONCLUSION OF THE APPROACH THE PILOT SAID "THE LANDING FLARE WAS PERFORMED HIGH WHICH RESULTED IN A HARD LANDING. "EXAMINATION OF THE COMPANY TRAINING PROGRAM REVEALED THAT NO SPECIFIC TRAINING IS PROVIDED IN THE RECOGNITION OF, OR OPERATIONAL PROCEDURES FOR DEALING WITH, WHITE OUT CONDITIONS POSED BY SNOW-COVERED RUNWAYS. THE COMPANY FLIGHT OPERATIONS MANUAL STATES THAT "RUNWAYS COVERED WITH MORE THAN ONE-HALF INCH OF SLUSH, SNOW OR ICE ARE NOT SAFE FOR LANDINGS, " WHICH, ACCORDING TO THE FAA POI FOR THE AIRLINE, CONSTITUTES A "PROHIBITION AGAINST LANDING" ON RUNWAYS SO COVERED.

Brief of Accident (Continued)

File No. - 675

1/18/88

PRESCOTT,AZ

A/C Reg. No. N6842Q

Time (Lc1) - 0925 MST

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. WEATHER CONDITION - WHITEOUT
3. FLARE - MISJUDGED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. IMPROPER TRAINING - COMPANY/OPERATOR MANAGEMENT
6. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 609 4/02/88 CHANDLER, AZ A/C Reg. No. N6227H Time (Lcl) - 1000 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	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 - 150/004 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 - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

CHANDLER
Runway Ident - 22
Runway Lth/Wid - 4395/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 32
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 - 10 Last 24 Hrs - UNK/NR
Make/Model - 10 Last 30 Days - 2
Instrument - 0 Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL SOLO INSTRUCTIONAL FLIGHT, THE STUDENT PILOT LOST CONTROL OF THE AIRCRAFT DURING THE INITIAL CLIMB JUST AFTER TAKEOFF. THE AIRCRAFT COLLIDED WITH THE TERRAIN. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRCRAFT. THE PLT HAD BEEN TAUGHT TO USE REFERENCES OUTSIDE THE COCKPIT TO ESTABLISH A CLIMB ATTITUDE. AFTER THE ACCIDENT HE SAID HE DID NOT KNOW THE STALL SPEED OF THE ACFT.

Brief of Accident (Continued)

File No. - 609

4/02/88

CHANDLER,AZ

A/C Reg. No. N6227H

Time (Lc1) - 1000 MST

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

Finding(s)

1. PROPER CLIMB RATE - MISJUDGED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - PILOT IN COMMAND
 5. INSTRUCTIONS,WRITTEN/VERBAL - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
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) 1,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 674 4/13/88 MAYER,AZ

A/C Reg. No. N7586E

Time (Lcl) - 0800 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
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CHAMPION 7EC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 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 - 65.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MAYER,AZ
Destination
PHOENIX,AZ

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 1400 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 70
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - 7EC

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	4000
Make/Model-	200
Instrument-	0
Last 24 Hrs -	0
Last 30 Days-	2
Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF GROUND RUN, THE ENGINE BEGAN LOSING POWER, THE PLT CONTINUED THE FLIGHT STRAIGHT AHEAD WHERE THE ACFT COLLIDED WITH THE TERRAIN. THE ACFT HAD NOT BEEN OPERATED FOR 13 MONTHS AND THE PURPOSE OF THE FLIGHT WAS TO FERRY THE ACFT TO ANOTHER LOCATION FOR AN ANNUAL INSPECTION. THE AIRCRAFT WAS BEING OPERATED IN CONDITIONS CONDUCIVE TO CARBURETOR ICING. THE PILOT STATED THAT HE HAD NOT USED THE CARB HEAT.

Brief of Accident (Continued)

File No. - 674

4/13/88

MAYER,AZ

A/C Reg. No. N7586E

Time (Lc1) - 0800 MST

Occurrence #1 LOSS OF ENGINE POWER

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - OTHER PERSON

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF - ABORTED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 625 5/08/88 MARANA,AZ A/C Reg. No. N89WS Time (Lcl) - 0820 MST

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

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

Make/Model - STARR BUMBLE BEE II	Eng Make/Model - STARR II	ELT Installed/Activated - NO	-N/A
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 - UNK/NR		

-----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	MARANA
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6860/ 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 - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 15000
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 10
	Aircraft Type - M-20F	Make/Model- 7
		Instrument- 1300
		Multi-Eng - 3000
		Last 30 Days- 10
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS ON ITS FIRST FLIGHT SINCE BEING CERTIFIED. THE PILOT HAD OVERHAULED THE ENGINE 2.5 HOURS PRIOR TO THE FLIGHT. DURING THE CLIMB THE ENGINE LOST POWER. THE AIRPLANE ROLLED TO THE LEFT AND COLLIDED WITH A UTILITY POLE THEN THE GROUND. THE PILOT SAID HE COULD NOT REMEMBER WHAT HAPPENED.

Brief of Accident (Continued)

File No. - 625

5/08/88

MARANA,AZ

A/C Reg. No. N89WS

Time (Lc1) - 0820 MST

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

Finding(s)

1. MAINTENANCE,OVERHAUL,MAJOR - PERFORMED - PILOT IN COMMAND
 2. MAINTENANCE,ADJUSTMENT - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - UTILITY POLE
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 671 5/26/88 PRESCOTT, AZ A/C Reg. No. N8918G Time (Lcl) - 1035 MST

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

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

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

Make/Model - CESSNA 182N	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LANCASTER, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ERNEST A. LOVE
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 65.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7616/ 150
Lowest Sky/Clouds - CLEAR	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 - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 385
SE LAND	Months Since - 2	Make/Model- 210
	Aircraft Type - C-182N	Instrument- 12
		Last 24 Hrs - 3
		Last 30 Days- 12
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A CROSS COUNTRY FLIGHT, WHILE ON FINAL APPROACH, THE PILOT REPORTED THAT A SUDDEN WIND GUST BROUGHT THE NOSE UP AND THE AIRCRAFT DRIFTED RIGHT. BEFORE THE PILOT COULD CORRECT THE SITUATION, THE AIRCRAFT STALLED. THE AIRCRAFT DROPPED TO THE RUNWAY AND BOUNCED. WHILE STILL AIRBORNE, THE PILOT'S HAND STRUCK THE FLAP SWITCH WHICH RETRACTED THE FLAPS. THE LEFT WING DROPPED AND THE AIRCRAFT COLLIDED WITH THE TERRAIN OFF OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 671

5/26/88

PRESCOTT, AZ

A/C Reg. No. N8918G

Time (Lc1) - 1035 MST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
 3. RAISING OF FLAPS - INADVERTENT - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 642 5/27/88 SCOTTSDALE, AZ A/C Reg. No. N30289 Time (Lcl) - 1600 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Fatal		Injuries		
		SUBSTANTIAL				Serious		Minor
Type of Operation	-PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0	4
Accident Occurred During	-APPROACH							

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1G50	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	BAKERSFIELD, CA	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	SCOTTSDALE
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 21
Lowest Sky/Clouds	Type of Flight Plan	- 8251/ 75
Lowest Ceiling	- VFR	Runway Lth/Wid
Obstructions to Vision	Type of Clearance	- ASPHALT
Precipitation	Type Apch/Lndg	Runway Status
Condition of Light	- TRAFFIC PATTERN	- DRY

-----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 - 290
SE LAND	Months Since	- 4	Make/Model - 31
	Aircraft Type	- PA-32	Instrument - 0
			Last 24 Hrs - 5
			Last 30 Days - 12
			Last 90 Days - 25

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH, THE ACFT BEGAN TO DRIFT TO THE LEFT. THE PLT APPLIED RUDDER CONTROL, HOWEVER, THE ACFT CONTINUED TO DRIFT OFF CENTERLINE. THE PLT INITIATED A GO-AROUND; HOWEVER, DURING THE CLIMB, THE LANDING GEAR CAUGHT ON THE ARPT BOUNDARY FENCE. THE ACFT TOUCHED DOWN ON THE OTHER SIDE OF THE FENCE AND COLLIDED WITH ANOTHER FENCE. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED BY THE PLT.

Brief of Accident (Continued)

File No. - 642

5/27/88

SCOTTSDALE, AZ

A/C Reg. No. N30289

Time (Lc1) - 1600 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. OBJECT - FENCE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 669 5/27/88 FLAGSTAFF, AZ A/C Reg. No. N70618 Time (Lcl) - 0920 MST

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

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

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

Make/Model	- CESSNA 182M	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 220/020 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 14000 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 FLAGSTAFF, AZ</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data FLAGSTAFF</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 7000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 62</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - T41B</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1400</p> <p>Make/Model - 600</p> <p>Instrument - 56</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days - 3</p> <p>Last 90 Days - 24</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A LOCAL FLIGHT, THE PLT WAS LANDING IN GUSTING CONDITIONS IN EXCESS OF 30 KNOTS. ACCORDING TO THE PILOT THE APPROACH WAS FASTER THAN NORMAL DUE TO A SICK PASSENGER. ON TOUCHDOWN THE NOSEWHEEL TOUCHED FIRST AND THE AIRPLANE BEGAN A PORPOISING MOTION. THE PLT APPLIED POWER AND THE AIRPLANE SETTLED ON THE RUNWAY. THE PLT DID NOT NOTE THE DAMAGE TO THE AIRPLANE FOR SEVERAL DAYS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 669

5/27/88

FLAGSTAFF, AZ

A/C Reg. No. N70618

Time (Lc1) - 0920 MST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. PORPOISE - INADVERTENT - PILOT IN COMMAND
 4. DIVERTED ATTENTION - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 737 6/01/88 SCOTTSDALE,AZ A/C Reg. No. N9896R Time (Lcl) - 0800 MST

-----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	1

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

Make/Model - BEECH M35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PHOENIX,AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DENVER,CO	
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 235
SE LAND	Months Since - 23	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 17
		Instrument- 10
		Multi-Eng - 8
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE CLIMB OUT THE ENGINE EXPERIENCED A LOSS OF POWER. A FORCED LANDING WAS MADE WHERE DURING THE LANDING ROLL THE AIRPLANE COLLIDED WITH THE TERRAIN. INSPECTION OF THE ENGINE REVEALED THAT THE NUMBER TWO CONNECTING ROD BROKE.

Brief of Accident (Continued)

File No. - 737

6/01/88

SCOTTSDALE, AZ

A/C Reg. No. N9896R

Time (Lcl) - 0800 MST

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

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - FRACTURED

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. - 666 1/20/88 LAKEPORT, CA A/C Reg. No. N9416E Time (Lcl) - 1030 PST

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

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

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

Make/Model - AERONCA 11AC	Eng Make/Model - CONTINENTAL A-75-8F	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HEALDSBURG, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKEPORT, CA	LAMPSON
Wind Dir/Speed- 225/005 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3450/ 40
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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 712
SE LAND, ME LAND	Months Since - 19	Make/Model- 80
	Aircraft Type - PA-28	Instrument- 65
		Multi-Eng - 40
		Last 24 Hrs - 0
		Last 30 Days- 40
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LDG ROLLOUT THE ACFT VEERED OFF THE RWY, WENT INTO A DITCH & COLLIDED WITH TERRAIN CAUSING SUBSTANTIAL DAMAGE. THE SURFACE WINDS WERE ESTIMATED AT ONLY 5 KTS. THE PLT ACKNOWLEDGED THAT THE ACCIDENT MIGHT HAVE BEEN PREVENTED IF HE HAD BEEN LESS COMPLACENT DURING LANDING.

Brief of Accident (Continued)

File No. - 666

1/20/88

LAKEPORT, CA

A/C Reg. No. N9416E

Time (Lcl) - 1030 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. COMPLACENCY - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - DITCH
-

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

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

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. - 637 2/25/88 RAMONA, CA A/C Reg. No. N23536 Time (Lc1) - 1055 PST

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

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

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

Make/Model	- BEECH A36	Eng Make/Model	- CONTINENTAL IO-520-BA	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3650	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	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	RAMONA, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total	- 5724
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model	- 54
HELICOPTER, FREE BALLOON	Aircraft Type - H-500E	Instrument	- 549
		Multi-Eng	- 2007
		Last 24 Hrs	- 5
		Last 30 Days	- 7
		Last 90 Days	- 59
		Rotorcraft	- 3119

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DURING A TEST FLIGHT FOR CERTIFICATION OF WING TIP TANKS, WHILE PERFORMING SPINS, THE AIRCRAFT ENTERED A FLAT SPIN. THE PILOT WAS UNABLE TO REGAIN CONTROL AND EXITED THE AIRCRAFT AND PARACHUTED TO SAFETY. THE AIRCRAFT COLLIDED WITH THE TERRAIN SHORTLY THEREAFTER. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 637

2/25/88

RAMONA, CA

A/C Reg. No. N23536

Time (Lc1) - 1055 PST

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

Finding(s)

1. MAINTENANCE, MODIFICATION - INTENTIONAL - COMPANY/OPERATOR MGMT
 2. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND
 3. REMEDIAL ACTION - INADEQUATE -
 4. 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) 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. - 631 3/31/88 DAVIS, CA A/C Reg. No. N400BT Time (Lcl) - 1730 PST

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

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

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

Make/Model	- CESSNA 182RG	Eng Make/Model	- LYCOMING O-540-J3C5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SACRAMENTO, CA	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	DAVIS
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 16
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 3185/ 50
Obstructions to Vision	Type of Clearance	Runway Surface
- NONE	- NONE	- ASPHALT
Precipitation	Type Apch/Lndg	Runway Status
- NONE	- SIMULATED FORCED LANDING	- DRY
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total
SE LAND	Months Since	- 1	- 471
	Aircraft Type	- C-182RG	Make/Model
			- 151
			Instrument
			- 103
			Last 24 Hrs
			- 1
			Last 30 Days
			- 9
			Last 90 Days
			- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SIMULATED ENGINE OUT APPROACH AND FORCED LANDING ON THE RUNWAY, THE RIGHT MAIN LANDING GEAR COLLAPSED. POST-ACCIDENT INSPECTION OF THE LANDING GEAR REVEALED THAT SOME PARTS IN THE GEAR WERE WORN. THE GEAR WAS CYCLED. NO MECHANICAL MALFUNCTIONS WERE FOUND. THE GEAR WARNING LIGHT, DUE TO WEAR OF THE GEAR ASSY, WAS INTERMITTENT WHEN TESTED.

Brief of Accident (Continued)

File No. - 631

3/31/88

DAVIS,CA

A/C Reg. No. N400BT

Time (Lcl) - 1730 PST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
-

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

Finding(s)

2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 3. LANDING GEAR,GEAR LOCKING MECHANISM - WORN
 4. LANDING GEAR,GEAR INDICATING SYSTEM - ERRATIC
-

----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. - 717 4/02/88 GUSTINE, CA A/C Reg. No. N21762 Time (Lcl) - 0740 PST

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

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

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

Make/Model	- CESSNA 188B	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	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	GUSTINE, CA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
Lowest Ceiling	- NONE	- DIRT
Obstructions to Vision	Type Apch/Lndg	Runway Status
Precipitation	- FORCED LANDING	- DRY
Condition of Light		

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

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE, COMMERCIAL	Current	- YES	Total - 13560
SE LAND	Months Since	- 16	Make/Model - UNK/NR
HELICOPTER	Aircraft Type	- C-172	Instrument - 0
			Last 24 Hrs - 13
			Last 30 Days - UNK/NR
			Last 90 Days - 150
			Rotorcraft - 200

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION MANEUVER, AT 70 FT. A.G.L., THE ENGINE LOST ALL POWER. THE PILOT LEVELED THE WINGS AND DUMPED THE REMAINING LOAD. THE ENGINE REGAINED FULL POWER, BACKFIRED, THEN LOST POWER AGAIN. THE AIRCRAFT COLLIDED WITH ALMOND TREES. AN EXAMINATION OF THE WRECKAGE REVEALED THAT THERE WAS NO FUEL IN THE FUEL INJECTION LINES. THE FUEL TANKS WERE RUPTURED AND CONTAINED NO FUEL. THERE WAS ONLY A SMALL AMOUNT OF FUEL FOUND BELOW THE RUPTURED TANKS.

Brief of Accident (Continued)

File No. - 717

4/02/88

GUSTINE,CA

A/C Reg. No. N21762

Time (Lcl) - 0740 PST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - 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)

3. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 695 4/13/88 COARSEGOLD, CA A/C Reg. No. N735SU Time (Lcl) - 1130 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	1	0
Pass	0	0	1	0

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 320/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 10000 FT THIN BKN

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLUMBIA, CA

Destination

FALLBROOK, CA

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 - DIRT

Runway Status - DRY

HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - C-TU206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 999 Last 24 Hrs - 1

Make/Model- 829 Last 30 Days- UNK/NR

Instrument- 25 Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

WHILE AT CRUISE FLIGHT, THE ENGINE SURGED TWICE THEN QUIT. DURING THE EMERGENCY LANDING, THE AIRPLANE COLLIDED WITH THE TERRAIN. INSPECTION OF THE ENGINE REVEALED THAT THE NUMBER THREE CONNECTING ROD BROKE.

Brief of Accident (Continued)

File No. - 695

4/13/88

COARSEGOLD,CA

A/C Reg. No. N735SU

Time (Lcl) - 1130 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 677 4/23/88 PALOS VERDES,CA A/C Reg. No. N1394A Time (Lcl) - 1500 PDT

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

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

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

Make/Model - HERNANDEZ THORP T-18	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COMPTON,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 706
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 127
		Instrument- 7
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS DEMONSTRATING THE ACFT FOR THE PASSENGER FOR A POSSIBLE SALE. THEY WERE PART OF A FLIGHT OF TWO OVER THE PACIFIC OCEAN. THE OWNER OF THE AIRCRAFT BEING DEMONSTRATED WAS IN THE SECOND AIRCRAFT. THE PILOT OF THE DEMO ACFT RADIOED TO THE SECOND ACFT THAT HE WAS GOING TO LET THE PASSENGER FLY, WHO WAS A COMM PILOT. THE ACFT INITIALLY BEGAN MAKING TIGHT TURNS BUT THEN TURNED AWAY FROM EACH OTHER. THE PLT OF THE SECOND ACFT DID NOT SEE THE DEMO ACFT AGAIN. A GROUND WITNESS REPORTED SEEING AN ACFT DIVING STRAIGHT TOWARDS THE WATER WITH NO ROTATION. A SEARCH BY THE SECOND ACFT REVEALED NOTHING. ACFT DEBRIS BELONGING TO THE DEMO ACFT WAS LATER FOUND ON THE BEACH AND EXHIBITED EXTREME ACCORDIAN SIGNATURES.

Brief of Accident (Continued)

File No. - 677

4/23/88

PALOS VERDES,CA

A/C Reg. No. N1394A

Time (Lc1) - 1500 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT

Finding(s)

2. TERRAIN CONDITION - WATER,ROUGH

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 673 4/26/88 CHICO, CA A/C Reg. No. N6601P Time (Lcl) - 1900 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 - PIPER PA-24-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
CHICO, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

RANCHAERO
Runway Ident - 15
Runway Lth/Wid - 2280/ 30
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 28
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 - 250
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE AIRPLANE'S HAND BRAKE, WHEN APPLIED, DID NOT RESPOND. THE AIRPLANE COLLIDED WITH TREES AT THE END OF THE RUNWAY. INSPECTION OF THE BRAKE SYSTEM REVEALED THAT THE CABLE BROKE AT A 90 DEGREE BEND AROUND THE LOWER BRAKE CABLE PULLEY. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 673

4/26/88

CHICO, CA

A/C Reg. No. N6601P

Time (Lc1) - 1900 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - SEPARATION
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER PERSON

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 672 4/27/88 HAYFORK, CA A/C Reg. No. N6742F Time (Lcl) - 1830 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	-TAXI	ON GROUND	Pass 0	0	0	0

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

Make/Model - CESSNA 150F	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- 170/010 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WEAVERVILLE, CA</p> <p>Destination HAYFORK, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data HAYFORK</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 4115/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1500</p> <p>Make/Model- 1300</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 3</p> <p>Last 90 Days- 3</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING AND TAXIING TO PARKING, THE PILOT HEARD A NOISE, THE PILOT EXITED THE AIRPLANE AND NOTICED A FIRE IN THE ENGINE COMPARTMENT AREA. THE AIRPLANE WAS CONSUMED BY FIRE SHORTLY THEREAFTER.

Brief of Accident (Continued)

File No. - 672

4/27/88

HAYFORK, CA

A/C Reg. No. N6742F

Time (Lcl) - 1830 PDT

Occurrence #1 FIRE

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. ENGINE COMPARTMENT - FIRE
-

-----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. - 641 4/30/88 WESTLAKE, CA A/C Reg. No. N8008S Time (Lcl) - 1418 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Injuries

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/020 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOS ANGELES, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1500	Last 24 Hrs -	2
Make/Model-	500		Last 30 Days-	20
Instrument-	30		Last 90 Days-	30
Multi-Eng -	78			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A BANNER TOWING OPERATION, THE PLT HAD JUST TRANSFERRED FUEL FROM THE AUX TANK TO THE MAINS. TWO MINUTES LATER THE ENGINE QUIT. A FORCED LANDING WAS MADE IN A FIELD WHERE THE ACFT COLLIDED WITH THE TERRAIN. THE ENGINE WAS INSPECTED AND RAN FOR SEVERAL MINUTES WITH NO MECHANICAL FAILURES OR MALFUNCTIONS NOTED. ONLY UNUSEABLE FUEL WAS FOUND ONBOARD THE ACFT.

Brief of Accident (Continued)

File No. - 641

4/30/88

WESTLAKE, CA

A/C Reg. No. N8008S

Time (Lcl) - 1418 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
 4. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 626 5/02/88 MERCED, CA A/C Reg. No. N127AS Time (Lc1) - 1119 PDT

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

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

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

Make/Model	- SCHUMANN KR-2	Eng Make/Model	- LIMBACH L2000E01	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 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	MERCED
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- 30
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Clearance	- 5903/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE	- TRAFFIC PATTERN	Runway Status
Precipitation	- NONE	TOUCH AND GO	- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 3520	Last 24 Hrs - 4
SE LAND	Months Since - 1	Make/Model - 1	Last 30 Days - 10
	Aircraft Type - PA-24	Instrument - 310	Last 90 Days - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS FLIGHT TESTING A NEW AIRPLANE THAT HE HAD CONSTRUCTED. HE HAD COMPLETED TWO TOUCH AND GO LANDINGS. DURING A THIRD APPROACH, WITNESSES OBSERVED THE AIRPLANE APPROACHING THE RUNWAY AT A VERY HIGH AIRSPEED. THE AIRPLANE TOUCHED DOWN ON THE RUNWAY AND PORPOISED. AFTER TOUCHING DOWN ON THE RUNWAY TWO MORE TIMES, THE AIRPLANE DOVE TO THE LEFT AND CRASHED IN A FIELD.

Brief of Accident (Continued)

File No. - 626

5/02/88

MERCED,CA

A/C Reg. No. N127AS

Time (Lcl) - 1119 PDT

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 738 5/09/88 FIREBAUGH, CA

A/C Reg. No. N117HA

Time (Lcl) - 1000 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

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

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

Make/Model - HILLER 12E

Landing Gear - SKID

Max Gross Wt - 2800

No. of Seats - 3

Eng Make/Model - LYCOMING VO-540

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 225 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 - 005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

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 - 52

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - H-12E

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 19400

Make/Model- 6050

Instrument- 0

Multi-Eng - 3150

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 100

Rotorcraft - 6150

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION, THE HELICOPTER COLLIDED WITH A GUY WIRE AND THEN A FIELD. THE PILOT KNEW THAT THE WIRE WAS THERE. HE STATED THAT HE SIMPLY FORGOT THAT IT WAS THERE AND DID NOT SEE IT. THERE WERE NO MECHANICAL PROBLEMS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 738

5/09/88

FIREBAUGH, CA

A/C Reg. No. N117HA

Time (Lc1) - 1000 PDT

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

Finding(s)

1. OBJECT - GUY WIRE
 2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
 3. COMPLACENCY - 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. - 670 5/23/88 BIG BEAR CITY, CA A/C Reg. No. N5083D Time (Lcl) - 1845 PDT

-----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	-LANDING						

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

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	BIG BEAR, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	CORONA, CA	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 150	Last 24 Hrs - 0
SE LAND	Months Since - 21	Make/Model - 30	Last 30 Days - 9
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 15

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER TAKEOFF THE ENGINE EXPERIENCED A LOSS OF POWER. A FORCED LANDING WAS MADE OFF THE AIRPORT IN A LAKE. . THE AIRPLANE PARTIALLY SANK. THE ENGINE WAS REMOVED TO A MAINTENANCE FACILITY FOR EXAMINATION. NO PREEXISTING MALFUNCTIONS OR MECHANICAL FAILURES COULD BE FOUND. THE ENGINE COULD NOT BE RUN DUE TO EXTENSIVE IMPACT DAMAGE.

Brief of Accident (Continued)

File No. - 670

5/23/88

BIG BEAR CITY, CA

A/C Reg. No. N5083D

Time (Lc1) - 1845 PDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 676 5/27/88 SANTA ROSA,CA A/C Reg. No. N8384T Time (Lcl) - 1555 PDT

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

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

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

Make/Model - CESSNA 175C	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	SANTA ROSA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SONOMA CO.
Wind Dir/Speed- 220/016 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4773/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 77	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3190
SE LAND	Months Since - 2	Last 24 Hrs - 0
	Aircraft Type - C-175C	Make/Model- 1676
		Instrument- 394
		Last 30 Days- 3
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE INITIAL CLIMB AFTER TAKEOFF, THE ENGINE LOST POWER. IT WAS FOUND THAT THERE WAS NO OIL CONTAINED IN THE ENGINE, HOWEVER, STREAKS OF OIL WERE FOUND OUTSIDE ON THE FUSELAGE. INSPECTION OF THE ENGINE REVEALED THAT THE OIL PRESSURE OUTLET TO THE ENGINE WAS COVERED BY A GASKET THAT WAS 180 DEGREES OUT OF POSITION. THE PLT HAD PERFORMED THE LAST SERVICE/INSPECTION OF THE ENGINE.

Brief of Accident (Continued)

File No. - 676

5/27/88

SANTA ROSA, CA

A/C Reg. No. N8384T

Time (Lcl) - 1555 PDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL GASKET - IMPROPER
2. MAINTENANCE,SERVICE OF AIRCRAFT - POOR - PILOT IN COMMAND
3. LUBRICATING SYSTEM,OIL COOLER - RUPTURED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 644 5/30/88 LONG BEACH, CA A/C Reg. No. N6178N Time (Lcl) - 1543 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	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA T210M	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 310 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/010 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>TEMPLE BAR, AZ</p> <p>Destination</p> <p>LONG BEACH, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p> <p>FORCED LANDING</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>DAUGHERTY FIELD</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 6192/ 200</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 556
SE LAND	Months Since - 13	Make/Model- 188
	Aircraft Type - C-210M	Instrument- 48
		Last 24 Hrs - 0
		Last 30 Days- 19
		Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APPROACH TO THE RUNWAY, THE ENGINE QUIT. DURING THE FORCED LANDING THE EMPENNAGE CAUGHT ON THE AIRPORT BOUNDARY FENCE. THE AIRPLANE COLLIDED WITH THE TERRAIN AND NOSED OVER. INSPECTION OF THE FUEL TANKS REVEALED THAT ONE TANK WAS EMPTY AND THE OTHER CONTAINED 25 GALLONS. THE PILOT HAD JUST SWITCHED TO THE FULLER TANK WHEN THE ENGINE QUIT.

Brief of Accident (Continued)

File No. - 644

5/30/88

LONG BEACH, CA

A/C Reg. No. N6178N

Time (Lcl) - 1543 PDT

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

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 - FENCE

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. - 668 6/03/88 HEMET, CA A/C Reg. No. N6181L Time (Lcl) - 2250 PDT

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

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

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

Make/Model	- AMERICAN AA-1	Eng Make/Model	- LYCOMING O-235-C2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1465	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

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

Weather Data		Itinerary	Airport Proximity		
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT		
Method	- N/A	CHINO, CA			
Completeness	- N/A	Destination	Airport Data		
Basic Weather	- VMC	SAME AS ACC/INC	HEMET		
Wind Dir/Speed	- CALM		Runway Ident	- 23	
Visibility	- 30.0 SM	ATC/Airspace	Runway Lth/Wid	- 4315/ 100	
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE				
Condition of Light	- NIGHT(BRIGHT)				

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

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 90
	Months Since - N/A	Make/Model	- 90
	Aircraft Type - N/A	Instrument	- 1
		Last 24 Hrs	- 2
		Last 30 Days	- 25
		Last 90 Days	- 42

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING WHILE ON A SOLO (INSTRUCTIONAL) NIGHT CROSS COUNTRY FLIGHT, THE AIRPLANE TOUCHED DOWN, BOUNCED, AND VEERED LEFT. DURING THE SECOND BOUNCE BETWEEN THE RUNWAY AND THE TAXIWAY, THE PILOT ADDED POWER. THE AIRPLANE CONTINUED IN A STRAIGHT PATH AND COLLIDED WITH A TETRAHEDRON. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 668

6/03/88

HEMET, CA

A/C Reg. No. N6181L

Time (Lc1) - 2250 PDT

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - AIRPORT FACILITY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 615 6/20/88 CALISTOGA, CA A/C Reg. No. N61175 Time (Lcl) - 1549 PDT

-----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	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- 160/012 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CARMEL, CA
Destination
CALISTOGA, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CALISTOGA
Runway Ident - 28L
Runway Lth/Wid - 2600/ 20
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-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 76
Make/Model-	76
Instrument-	0
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SOLO CROSS COUNTRY FLIGHT, WHILE IN THE PATTERN FOR LANDING, THE ENGINE QUIT. THE PILOT LANDED THE AIRPLANE. HOWEVER, HE FELT THERE WAS NOT SUFFICIENT RUNWAY TO STOP. THE PILOT PULLED UP AND MADE A RIGHT 180 DEGREE TURN. DURING THE TURN, THE AIRPLANE COLLIDED WITH AN OCCUPIED HOUSE TRAILER NEAR THE AIRPORT. INSPECTION OF THE AIRPLANE REVEALED THAT LESS THAN THE UNUSABLE AMOUNT OF FUEL WAS FOUND IN THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 615

6/20/88

CALISTOGA, CA

A/C Reg. No. N61175

Time (Lc1) - 1549 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

5. OBJECT - RESIDENCE
 6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 7. AIRSPEED - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 667 8/28/88 LOWER LAKE, CA A/C Reg. No. N9429W Time (Lcl) - 1530 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	1	0
Accident Occurred During - LANDING					

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

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NOVATO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOWER LAKE, CA	Runway Ident - N/A
Wind Dir/Speed- 100/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - ROUGH
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- SMOKE		
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 - 142
SE LAND	Months Since - 16	Last 24 Hrs - 0
	Aircraft Type - PA-28	Make/Model- 142
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED NOVATO, CA WITH THE FUEL SELECTOR IN THE RIGHT TIP TANK POSITION. SHE DID NOT SWITCH THE SELECTOR TO THE MAIN TANK POSITION. FOUR MILES FROM LOWER LAKE, CA THE ENGINE LOST ALL POWER. AFTER THE ACCIDENT, ONLY THE RIGHT TIP TANK WAS FOUND EMPTY.

Brief of Accident (Continued)

File No. - 667

8/28/88

LOWER LAKE, CA

A/C Reg. No. N9429W

Time (Lc1) - 1530 PDT

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. CHECKLIST - NOT USED - PILOT IN COMMAND
4. LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 661 8/31/88 BARRETT JUNCT.,CA A/C Reg. No. N74WH Time (Lcl) - 0930 PDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-WESTERN HELICOPTER	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	1	0	0	
Accident Occurred During	-MANEUVERING		Pass	0	3	1	0	

-----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	- 4050	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 435 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GILLESPIE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 310/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - ROUGH
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 5343	Last 24 Hrs - 3
SE LAND	Months Since - UNK/NR	Make/Model- 650	Last 30 Days- 62
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 207	Last 90 Days- 113
		Multi-Eng - 0	Rotorcraft - 4660

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

WHILE DESCENDING INTO A CANYON, THE AIRCRAFT STRUCK POWERLINES, WENT INTO AN UNCONTROLLED DESCENT AND COLLIDED WITH THE TERRAIN. THE PILOT STATED THAT HE COULD NOT SEE THE POWERLINES AND THAT HIS VISIBILITY WAS RESTRICTED BY THE SUN. ALL FOUR PASSENGERS INDICATED THAT THEY DID NOT SEE THE POWERLINES PRIOR TO THE COLLISION.

Brief of Accident (Continued)

File No. - 661

8/31/88

BARRETT JUNCT.,CA

A/C Reg. No. N74WH

Time (Lcl) - 0930 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - NORMAL

Finding(s)

1. OBJECT - WIRE,STATIC
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. LIGHT CONDITION - SUNGLARE
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 613 9/02/88 SANTA YNEZ, CA A/C Reg. No. N60117 Time (Lcl) - 1025 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CAMARILLO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OCEANO, CA	Runway Ident - N/A
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - ROUGH
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1064
SE LAND	Months Since - 12	Make/Model- 1064
	Aircraft Type - C-150J	Instrument- 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE EN ROUTE, THE AIRPLANE'S ENGINE BEGAN TO RUN ROUGH. HE TURNED ON THE CARBURETOR HEAT. THE ENGINE RETURNED TO NORMAL OPERATION. THE PILOT TURNED OFF THE CARBURETOR HEAT. THE ENGINE AGAIN RAN ROUGH THEN LOST ALL POWER. THE PILOT ATTEMPTED A RESTART WHICH WAS UNSUCCESSFUL. HE THEN EXECUTED A FORCED LANDING.

Brief of Accident (Continued)

File No. - 613

9/02/88

SANTA YNEZ, CA

A/C Reg. No. N60117

Time (Lc1) - 1025 PDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. FUEL SYSTEM, CARBURETOR - ICE
 3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)
 5. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

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

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. - 762 9/08/88 GASQUET, CA A/C Reg. No. N8541P Time (Lcl) - 1845 PDT

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

Fire
NONE

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

Make/Model - PIPER PA-24-400
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-720-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 400 HP

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

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

Weather Data

Wx Briefing - NWS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 260/008 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
STOCKTON, CA
Destination
CRESCENT CITY, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WARD FIELD
Runway Ident - 24
Runway Lth/Wid - 2990/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 61

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2000	Last 24 Hrs	- 2
Make/Model-	300	Last 30 Days-	20
Instrument-	70	Last 90 Days-	60
Multi-Eng -	200	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AS HE TURNED FINAL APPROACH, INTENSE SUNGLARE WAS ENCOUNTERED. THE PLT EXECUTED A GO-AROUND "IN THE BLIND," AND COLLIDED WITH TREES IN APPROACH PATH. THE ACFT REMAINED FLYABLE AND THE PILOT DIVERTED TO MEDFORD, OREGON.

Brief of Accident (Continued)

File No. - 762

9/08/88

GASQUET,CA

A/C Reg. No. N8541P

Time (Lcl) - 1845 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - RESTRICTED -
3. GO-AROUND - PERFORMED -
4. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 662 9/08/88 FRESNO, CA

A/C Reg. No. N79226

Time (Lc1) - 1230 PDT

-----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 -DESCENT

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 190/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN LUIS OBISPO, CA
Destination
FRESNO, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FRESNO
Runway Ident - 29L
Runway Lth/Wid - 7200/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 63
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	335
Last 24 Hrs	1
Make/Model-	250
Last 30 Days-	15
Instrument-	0
Last 90 Days-	32

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE HAD MISTAKENLY LINED UP FOR FINAL APPROACH ON TAXIWAY RATHER THAN RUNWAY 29L AS INSTRUCTED. WHEN HE WAS ON SHORT FINAL THE CONTROL TOWER INFORMED HIM OF HIS MISTAKE. WHILE MANEUVERING TO LINE UP ON RUNWAY 29L, THE PILOT LOST CONTROL OF THE AIRCRAFT. THE AIRCRAFT COLLIDED WITH THE RUNWAY.

Brief of Accident (Continued)

File No. - 662

9/08/88

FRESNO, CA

A/C Reg. No. N79226

Time (Lcl) - 1230 PDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 2. MANEUVER - IMPROPER - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - RUNWAY
-

-----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. - 733 9/11/88 FAIRFIELD, CA A/C Reg. No. N5149F Time (Lcl) - 1150 PDT

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

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

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

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	COLUMBIA, CA	TRAVIS AFB
Wind Dir/Speed- 360/025 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 1800/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 15521
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model- 147
		Last 30 Days- 21
		Instrument- 1757
		Last 90 Days- 33
		Multi-Eng - 15227

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT PERFORMED A SOFT FIELD TAKEOFF ON A GRASS STRIP IN WINDS GUSTING TO 34 KTS. THE AIRPLANE WOULD NOT ACCELERATE IN GROUND EFFECT, NOR WOULD IT CLIMB. FEELING THAT HE COULD NOT OUT-CLIMB OBJECTS IN HIS PATH, THE PILOT TURNED TO THE RIGHT. AS HE TURNED HE RETRACTED FLAPS. THE AIRCRAFT DECELERATED AND COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 733

9/11/88

FAIRFIELD, CA

A/C Reg. No. N5149F

Time (Lc1) - 1150 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. STALL/MUSH - 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) 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. - 614

9/15/88

LA VERNE, CA

A/C Reg. No. N5126J

Time (Lc1) - 1814 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA T310R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 280/008 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BRACKETT FIELD
Runway Ident - 26L
Runway Lth/Wid - 4839/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - B-55

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

Total	-	1031	Last 24 Hrs -	1
Make/Model-	133	Last 30 Days-	9	
Instrument-	26	Last 90 Days-	21	
Multi-Eng -	148			

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS TROUBLESHOOTING A PROBLEM WITH THE AIRPLANE'S FUEL FLOW SYSTEM. DURING THE PREFLIGHT RUN-UP, HE NOTICED THAT THE FUEL FLOW GAUGE FOR THE RIGHT ENGINE WAS READING TOO HIGH. HE TOOK OFF TO SEE IF HE COULD MAKE AN INFLIGHT DETERMINATION OF THE PROBLEM. WHEN AIRBORNE, THE GAUGE INDICATED A VALUE THAT THE PILOT CONSIDERED EXCESSIVE, SO HE RETURNED TO THE AIRPORT TO LAND. HE MADE A NO FLAP APPROACH, WITH POWER SET ABOVE TEN INCHES OF MANIFOLD PRESSURE. THIS CONFIGURATION DOES NOT ALLOW ACTIVATION OF THE AIRPLANE'S GEAR-UP WARNING SYSTEM. THE PILOT DID NOT EXTEND THE LANDING GEAR. DURING LANDING FLARE THE PILOT REDUCED POWER, ACTIVATING THE GEAR-UP WARNING HORN. THE PILOT MISTAKENLY THOUGHT THAT THIS WAS THE STALL WARNING HORN AND LOWERED THE NOSE TO LAND. THE AIRPLANE COLLIDED WITH THE RUNWAY.

Brief of Accident (Continued)

File No. - 614

9/15/88

LA VERNE, CA

A/C Reg. No. N5126J

Time (Lcl) - 1814 PDT

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND
4. DIVERTED ATTENTION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 608 9/17/88 TRUCKEE, CA A/C Reg. No. N6406D Time (Lcl) - 1530 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

0

Crew

Pass

0

Injuries

Serious

0

Minor

1

None

0

3

0

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

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

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

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 230/012 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
SAME AS ACC/INC
Destination
PLACERVILLE, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TRUCKEE-TAHOE
Runway Ident - 28
Runway Lth/Wid - 6401/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1164
Make/Model- 255
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- 6
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL THE PILOT HEARD A BANGING NOISE ON THE LEFT WING. THE PILOT CONTINUED THE TAKEOFF. AT 100 FT A.G.L. HE EXECUTED A 180 DEGREE TURN TO THE RIGHT TO RETURN TO LAND. THE PILOT ADDED 30 DEGREES OF FLAPS TO THE 10 THAT HAD BEEN SET FOR TAKEOFF. THE ACFT BEGAN TO DESCEND AND THE PILOT COULD NOT STOP THE DESCENT. HE LANDED THE ACFT IN AN OPEN FIELD. DURING THE LANDING THE NOSE WHEEL COLLIDED WITH A ROCK, BROKE OFF AND THE AIRCRAFT NOSED OVER. AN EXAMINATION OF THE WRECKAGE REVEALED THAT THE LEFT FUEL CAP WAS NOT IN PLACE AND WAS HANGING FROM THE WING BY ITS CONNECTION CHAIN. DENSITY ALTITUDE WAS ABOUT 7500 FEET.

Brief of Accident (Continued)

File No. - 608

9/17/88

TRUCKEE, CA

A/C Reg. No. N6406D

Time (Lcl) - 1530 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FUEL SYSTEM, CAP - OPEN
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. DIVERTED ATTENTION - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
9. 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) 2,3,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 663 9/24/88 VACAVILLE, CA A/C Reg. No. N101LV Time (Lcl) - 1845 PDT

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

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

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

Make/Model - CENTRAIR 101	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 800	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	VACAVILLE, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 240/024 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 28	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 78
	Months Since - 1	Last 24 Hrs - 3
GLIDER	Aircraft Type - L-13	Make/Model- 13
		Last 30 Days- 12
		Instrument- 2
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FLEW OVER A FIELD AT 700 FT. A.G.L. TO SEE IF IT WAS SAFE FOR LANDING. HE TURNED THE GLIDER TO ESTABLISH A DOWNWIND LEG. HE THEN TURNED TO THE BASE LEG. WHILE TURNING ONTO FINAL APPROACH AT A LOW ALTITUDE, THE GLIDER PITCHED UP AND ROLLED TO THE LEFT. THE LEFT WINGTIP COLLIDED WITH THE FIELD. THE GLIDER ROTATED 180 DEGREES AND COLLIDED WITH THE FIELD. THE PILOT REPORTED THAT THE WINDS WERE CALM, HOWEVER, THE WINDS AT FAIRFIELD, CA, 13 MILES SE OF THE ACCIDENT SITE, WERE REPORTED TO BE FROM 240 DEGREES AT 24 KNOTS GUSTING TO 28 KNOTS.

Brief of Accident (Continued)

File No. - 663

9/24/88

VACAVILLE, CA

A/C Reg. No. N101LV

Time (Lc1) - 1845 PDT

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

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - WINDSHEAR
3. 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) 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. - 679 4/03/88 COLORADO SPRING, CO A/C Reg. No. N5WW Time (Lcl) - 1544 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

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

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

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

Weather Data

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

Wind Dir/Speed- 260/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CEDAR RAPIDS, IA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

COLORADO SPRINGS
Runway Ident - 35
Runway Lth/Wid - 11021/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 49

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - BE-A36

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 668	Last 24 Hrs	- 0
Make/Model-	242	Last 30 Days-	2
Instrument-	69	Last 90 Days-	23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF THE ACFT FAILED TO CLIMB SUFFICIENTLY TO CLEAR A UTILITY POLE ONE-HALF MILE OFF THE END OF THE RUNWAY. THE ACFT COLLIDED WITH THE POLE AND CRASHED IN A RESIDENTIAL STREET. THE PLT AND THREE PAX WERE FATALLY INJURED AND THE ACFT WAS CONSUMED BY FIRE. AVAILABLE INFORMATION INDICATES THAT POWER REQUIRED WAS GREATER THAN POWER AVAILABLE FOR TAKEOFF AT NEAR MAX GROSS WT FROM THE HIGH ALTITUDE, HIGH DENSITY ALTITUDE ARPT, AND THE PLT WAS INEXPERIENCED IN HIGH ALTITUDE ARPT OPERATIONS.

Brief of Accident (Continued)

File No. - 679

4/03/88

COLORADO SPRING, CO

A/C Reg. No. N5WW

Time (Lc1) - 1544 MDT

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

Finding(s)

1. OBJECT - UTILITY POLE
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - FAA (ORGANIZATION)
6. LIFT-OFF - PREMATURE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 688 4/20/88 GUNNISON, CO A/C Reg. No. N7979L Time (Lcl) - 1300 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BEECH A23-19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2C
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 - 230/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GUNNISON, CO
Destination
PUEBLO, CO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - A23-19

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1500
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-----

ON A CROSS COUNTRY FLT, THE PLT ATTEMPTED TO CLIMB THROUGH A PASS WHICH WAS ABOVE THE EFFECTIVE SERVICE CEILING OF THE ACFT. AT APPROXIMATELY THE EFFECTIVE SERVICE CEILING OF THE ACFT THE ACFT COLLIDED WITH TERRAIN. THE ACFT WAS DESTROYED BY IMPACT AND POST IMPACT FIRE.

Brief of Accident (Continued)

File No. - 688

4/20/88

GUNNISON, CO

A/C Reg. No. N7979L

Time (Lcl) - 1300 MDT

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

Finding(s)

1. OBJECT - TREE(S)
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - RISING
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 659 7/09/88 AURORA, CO A/C Reg. No. N67712 Time (Lc1) - 1100 MDT

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 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	AURORA
Wind Dir/Speed- 310/004 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4700/ 40
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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 48
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 48
		Last 30 Days- 8
		Instrument- 1
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS THE STUDENT PILOT'S FIRST SOLO LANDING. SHE SAID THE ACFT DRIFTED TO THE LEFT OF THE CENTERLINE DURING THE LANDING ROLL AND SHE ATTEMPTED TO CORRECT WITH RIGHT RUDDER. HOWEVER, THE ACFT CONTINUED TO THE LEFT AND RAN OFF THE LEFT SIDE OF THE RWY. THE PLT SAID THERE WERE TALL WEEDS OUTSIDE THE RWY LIGHTS AND WHEN THE ACFT ENCOUNTERED THE GRASS IT NOSED OVER.

Brief of Accident (Continued)

File No. - 659

7/09/88

AURORA, CO

A/C Reg. No. N67712

Time (Lc1) - 1100 MDT

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

Finding(s)

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. - 732 10/17/88 ENGLEWOOD, CO

A/C Reg. No. N53949

Time (Lcl) - 1030 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2407
No. of Seats - 4

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

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

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

Weather Data

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

Wind Dir/Speed- 300/015 KTS
Visibility - 50.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CENTENNIAL
Runway Ident - 35L
Runway Lth/Wid - 7000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-172P

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 84
Last 24 Hrs - 1
Make/Model- 8
Last 30 Days- 9
Instrument- 2
Last 90 Days- 18
Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING TOUCH-AND-GO LANDINGS IN A 15 KT CROSSWIND CONDITION IN AN ACFT IN WHICH HE HAD 8 HRS EXPERIENCE. DURING TAKEOFF ROLL AFTER THE SIXTH LANDING THE PLT LOST CONTROL AND THE ACFT DEPARTED THE SIDE OF THE RNWY.

Brief of Accident (Continued)

File No. - 732

10/17/88

ENGLEWOOD, CO

A/C Reg. No. N53949

Time (Lc1) - 1030 MDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - 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) 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. - 696 9/15/88 WASHINGTON,DC A/C Reg. No. N87297 Time (Lcl) - 1600 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -EXECUTIVE/CORPORATE
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 310R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-M
Number Engines - 2
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- 330/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EASTON,MD
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NATIONAL
Runway Ident - 33
Runway Lth/Wid - 5200/ 200
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 2400
Make/Model-	35
Instrument-	155
Multi-Eng -	200
Last 24 Hrs -	3
Last 30 Days-	45
Last 90 Days-	150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL THE LEFT MAIN LANDING GEAR COLLAPSED. THE ACFT CONTINUED TO ROLL AND CAME TO A STOP ON TAXIWAY "K". INSPECTION REVEALED THAT THE PUSH-PULL ROD ASSEMBLY, P/N 0840125-15, FAILED ALLOWING THE GEAR TO COLLAPSE. THE PURPOSE OF THE ROD IS TO MAINTAIN PRESSURE ON THE BRACE ASSEMBLY TO KEEP THE GEAR IN THE LOCKED POSITION.

Brief of Accident (Continued)

File No. - 696

9/15/88

WASHINGTON,DC

A/C Reg. No. N87297

Time (Lc1) - 1600 EDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - FAILURE, TOTAL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 693 5/29/88 MILFORD, DE A/C Reg. No. N35253 Time (Lcl) - 1900 EDT

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

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

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ANNVILLE, PA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - GO AROUND</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data MILFORD AIRPARK</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 2340/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 86</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 56</td> <td>Last 30 Days- 2</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 6</td> </tr> </table>	Total - 86	Last 24 Hrs - 1	Make/Model- 56	Last 30 Days- 2	Instrument- 0	Last 90 Days- 6
Total - 86	Last 24 Hrs - 1							
Make/Model- 56	Last 30 Days- 2							
Instrument- 0	Last 90 Days- 6							

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE LANDING APCH WAS TOO FAST AND THE ACFT BOUNCED ON TOUCHDOWN. THE PLT STABILIZED THE ACFT AND ATTEMPTED ANOTHER TOUCHDOWN, HOWEVER, THE ACFT BOUNCED AGAIN. HAVING USED OVER HALF THE RWY BY THIS TIME, THE PLT ELECTED TO ABORT THE LANDING BY ADDING FULL POWER AND RETRACTING THE FLAPS. THE ACFT FLEW OFF THE LEFT SIDE OF THE RWY AND THE RIGHT WING CONTACTED A POST. IT THEN TRAVELED ACROSS A 4-LANE HWY WHERE IT CONTACTED A CONCRETE POST IN A HOTEL PARKING LOT AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 693

5/29/88

MILFORD,DE

A/C Reg. No. N35253

Time (Lcl) - 1900 EDT

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. ABORTED LANDING - DELAYED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - POLE

-----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. - 633 4/10/88 LAKELAND, FL A/C Reg. No. N82RC Time (Lcl) - 1610 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire IN FLIGHT

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

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

Make/Model - FALCON SPECIAL S/R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 250/012 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 20000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LAKELAND MUNICIPAL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 748	Last 24 Hrs	- UNK/NR
Make/Model	- 160	Last 30 Days	- 36
Instrument	- 5	Last 90 Days	- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED AN IN FLIGHT FIRE IN THE EXHAUST SYSTEM WHILE PERFORMING ACROBATIC MANEUVERS AT AN AIRSHOW. THE AIRCRAFT IS EQUIPPED WITH A PUMP THAT INJECTS OIL INTO THE EXHAUST SYSTEM TO PRODUCE A VISIBLE SMOKE TRAIL WHEN VAPORIZED BY THE EXHAUST GASES. THE PILOT FAILED TO TURN THE PUMP OFF WHILE DOING AN INVERTED SPIN. HE ATTRIBUTED THE FIRE TO THE IGNITION OF SMOKE OIL THAT HAD ACCUMULATED IN THE EXHAUST SYSTEM AT THE LOW POWER SETTINGS USED IN THE INVERTED SPIN. THE FIRE WAS VISIBLE STREAMING FROM THE ENGINE BACK TO THE EMPENNAGE. THE COCKPIT FILLED WITH SMOKE AND THE AFT LOWER FUSELAGE FABRIC WAS BURNED AWAY. THE PILOT HAD A BRIEF GLIMPSE OF THE RUNWAY BEFORE TURNING OFF THE FUEL AND ATTEMPTING TO LAND. HE THOUGHT HE PASSED OUT BEFORE THE AIRCRAFT CRASHED ON THE AIRPORT.

Brief of Accident (Continued)

File No. - 633

4/10/88

LAKELAND, FL

A/C Reg. No. N82RC

Time (Lc1) - 1610 EDT

Occurrence #1 FIRE
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. ELECTRICAL SYSTEM, ELECTRIC SWITCH - NOT SWITCHED
 4. FLUID, OIL - FIRE
-

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

Finding(s)

5. FUSELAGE, CREW COMPARTMENT - SMOKE
 6. PHYSICAL IMPAIRMENT (CARBON MONOXIDE) - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 620 5/25/88 LAKE CITY, FL A/C Reg. No. N736VS Time (Lcl) - 1345 EDT

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

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

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

Make/Model	- CESSNA 172K	Eng Make/Model	- CONTINENTAL IO-360-K	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 195 HP		

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

<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- 250/015 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 6000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">BROTHERS WELCOME</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 3449/ 200</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - C-172K</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 1853</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- 256</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 66</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT, WHILE ON A LOCAL FLIGHT, STRUCK A TELEPHONE TRANSMISSION LINE ON THE APPROACH END OF RUNWAY 1. WITNESSES STATED THAT THEY SAW THE ACFT TAKEOFF TO THE WEST AND MAKE A RIGHT TURN AND GO OUT OF SIGHT. APRX THREE TO FIVE MINUTES LATER, THEY HEARD THE ACFT CRASH. INVESTIGATION REVEALED THAT A HIGHER WIRE THAT WAS MARKED WITH RED BALLS, WAS REMOVED BY THE POWER COMPANY THE DAY BEFORE THE ACCIDENT, AND THE LOWER WIRE THAT WAS STRUCK BY THE AIRCRAFT WAS SUPPOSED TO HAVE BEEN REMOVED SOON AFTER THE UPPER WIRE. TOXICOLOGICAL STUDIES PERFORMED ON THE PILOT BY THE OFFICE OF THE MEDICAL EXAMINER IN JACKSONVILLE, FL INDICATED A BLOOD ALCOHOL LEVEL OF 130 MG/DL. THE HARRIS MEDICAL LABORATORY OF FORT WORTH, TX REVEALED A BLOOD ALCOHOL LEVEL OF 286 MG/DL AND A URINE ALCOHOL LEVEL OF 289 MG/DL. ACCORDING TO TIRE TRACKS FOUND AT THE SCENE, THE ACFT TAXIED UNDER THE REMAINING WIRE BEFORE TAKING OFF TO THE WEST.

Brief of Accident (Continued)

File No. - 620

5/25/88

LAKE CITY, FL

A/C Reg. No. N736VS

Time (Lcl) - 1345 EDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 664 6/01/88 CALLAHAN, FL A/C Reg. No. N9080T Time (Lcl) - 1900 EDT

-----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

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

Make/Model	- CONTINENTAL TOMCAT MK6B	Eng Make/Model	- LYCOMING VO-435-B1A	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	- 3	Rated Power	- 265 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	Runway Lth/Wid
Lowest Sky/Clouds	- NONE	- N/A
Lowest Ceiling	Type of Clearance	Runway Surface
Obstructions to Vision	- NONE	- GRASS/TURF
Precipitation	Type Apch/Lndg	Runway Status
Condition of Light	- FORCED LANDING	- DRY

-----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	Total	- 10000
SE LAND	Months Since	Make/Model	- 9000
HELICOPTER	Aircraft Type	Instrument	- 0
			Last 24 Hrs - 5
			Last 30 Days - 25
			Last 90 Days - 110
			Rotorcraft - 9000

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING THE HELICOPTER DURING AN AERIAL APPLICATION FLT THE ENG QUIT. DURING THE AUTOROTATIVE LANDING THE HELICOPTER LANDED HARD. EXAMINATION OF THE ENG REVEALED THE ACCESSORY DRIVE GEAR, WHICH IS ATTACHED TO THE CRANKSHAFT BY 6 AN-4A BOLTS WITH THE TORQUE TRANSMITTED TO THE GEAR THROUGH 3 PRESS-FIT DOWEL PINS, SEPARATED WHEN THE BOLTS FAILED DUE TO FATIGUE, RESULTING IN THE TOTAL LOSS OF ENG POWER. THERE WAS NO EVIDENCE THAT THE DOWEL PINS WERE INSTALLED. ACCORDING TO THE ENG MANUFACTURER, THE DOWEL PINS ARE THE PRINCIPAL TORQUE CARRYING MECHANISM OF THE ACCESSORY DRIVE GEAR.

Brief of Accident (Continued)

File No. - 664

6/01/88

CALLAHAN,FL

A/C Reg. No. N9080T

Time (Lcl) - 1900 EDT

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

Finding(s)

1. ACCESSORY DRIVE ASSY,DRIVE GEAR - FATIGUE
2. ACCESSORY DRIVE ASSY,DRIVE GEAR - SEPARATION
3. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. FLARE - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 632 6/01/88 MIAMI, FL

A/C Reg. No. N36GB

Time (Lc1) - 1900 EDT

-----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 -LANDING

Fire
NONE

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

Make/Model - BOST PITTS S-1C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 1

Eng Make/Model - LYCOMING O-360
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- 090/014 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - 800 FT SCATTERED
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
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

RICHARDS FIELD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - WET

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - 7BCA

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 331
Make/Model- 5
Instrument- 3
Last 24 Hrs - 1
Last 30 Days- 16
Last 90 Days- 74

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS PERFORMING A TAIL-SLIDE MANEUVER WHEN THE ENG SUDDENLY QUIT. HE ATTEMPTED TO RESTART ENG. WHEN ENG WOULD NOT RESTART, HE ELECTED TO LND A/C IN A FLD. DURING LANDING ROLL, THE A/C NOSED OVER. FAA STATED THAT THE CARB WAS DAMAGED DURING IMPACT AND THAT THE ENG COULD NOT BE RUN.

Brief of Accident (Continued)

File No. - 632

6/01/88

MIAMI, FL

A/C Reg. No. N36GB

Time (Lcl) - 1900 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. POWERPLANT - UNDETERMINED
 2. ENGINE ACCESSORIES, ENGINE STARTER - NOT INSTALLED
 3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
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) 1

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 665 7/06/88 KEY WEST, FL A/C Reg. No. N32133 Time (Lcl) - 0942 EDT

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

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

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

Make/Model - WACO UPF-7	Eng Make/Model - CONTINENTAL W-670N	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	KEY WEST INTERNATIONAL
Wind Dir/Speed- 360/009 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4800/ 100
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 2400
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 2	Make/Model- 500
HELICOPTER	Aircraft Type - PA-44	Instrument- 125
		Multi-Eng - 105
		Last 24 Hrs - 5
		Last 30 Days- 60
		Last 90 Days- 150
		Rotorcraft - 882

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A SIGHTSEEING FLT, DURING THE LANDING ROLL WITH A DIRECT CROSSWIND FROM THE RT AT 9 KTS, THE PLT REPORTED THAT THE ACFT TURNED INTO THE WIND. HE WAS UNABLE TO CORRECT THIS WITH LEFT RUDDER & BRAKING BEFORE THE ACFT TRAVELLED INTO A DITCH. HE FURTHER STATED THAT THE BRAKE FAILED. EXAMINATION & OPERATION OF THE BRAKE AFTER IT HAD BEEN PARTIALLY DISASSEMBLED BY THE OPERATOR REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION. ACCORDING TO THE FAA INSPECTOR WHO EXAMINED THE ACFT, BELIEVED AIR IN THE SYSTEM CAUSED THE FAILURE.

Brief of Accident (Continued)

File No. - 665

7/06/88

KEY WEST, FL

A/C Reg. No. N32133

Time (Lcl) - 0942 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - CONTAMINATION

2. WEATHER CONDITION - CROSSWIND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH

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

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

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. - 719 7/08/88 PLYMOUTH, FL A/C Reg. No. N8691S Time (Lcl) - 1355 EDT

-----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	NONE	Pass 0	0	0	0

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

Make/Model	- CESSNA 150F	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- UNK/NR
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- 070/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 3300 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ORLANDO, FL</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>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ORLANDO COUNTRY</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 3000/ 30</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 38</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-----

THE STUDENT PILOT WAS ON A SOLO INSTRUCTIONAL FLIGHT. THE WINDS WERE REPORTED TO HIM AS A 20-30 DEGREE CROSSWIND AT 15 KNOTS GUSTING TO 20. THE STUDENT PILOT LOST CONTROL OF THE ACFT. THE RIGHT WING CONTACTED THE RUNWAY, THEN THE ACFT NOSED OVER. THE PILOT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 719

7/08/88

PLYMOUTH, FL

A/C Reg. No. N8691S

Time (Lc1) - 1355 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 758 7/12/88 PALM CITY, FL

A/C Reg. No. N8502V

Time (Lc1) - 0645 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
NONE

Accident Occurred During -LANDING

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

Make/Model - ROCKWELL S-2R

Eng Make/Model - WRIGHT R-1820-71

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 7000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 1200 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 140/005 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

CITRUS GROVE

Runway Ident - UNK/NR

Runway Lth/Wid - 3960/ 65

Runway Surface - DIRT

Runway Status - WET
ROUGH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

-----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 - 26830

Last 24 Hrs - 3

SE LAND, ME LAND

Months Since - 4

Make/Model- 8800

Last 30 Days- 42

Aircraft Type - UNK/NR

Instrument- 22

Last 90 Days- 194

Multi-Eng - 60

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE LANDED LONG ON A DIRT AND GRASS ROAD. DURING LANDING ROLL, HE APPLIED HEAVY BRAKES TO STOP THE ACFT. THE ACFT SWERVED TO THE LEFT. HE UNSUCCESSFULLY TRIED TO REGAIN CONTROL. THE A/C WENT DOWN AN EMBANKMENT AND THE LEFT WING DUG INTO A DITCH.

Brief of Accident (Continued)

File No. - 758

7/12/88

PALM CITY, FL

A/C Reg. No. N8502V

Time (Lc1) - 0645 EDT

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

Finding(s)

1. TERRAIN CONDITION - WET
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DITCH

-----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. - 718 7/24/88 HOMESTEAD, FL A/C Reg. No. N638E Time (Lcl) - 1830 EDT

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

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

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

Make/Model - CESSNA 310	Eng Make/Model - CONTINENTAL IO-470-V	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GREAT INAGUA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 3800
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A PERSONAL FLT DURING NORMAL CRUISE BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE PLT ATTEMPTED TO LAND THE ACFT ON A ROAD, AFTER WHICH IT DEPARTED THE ROAD SURFACE, AND COLLIDED WITH TREES. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 718

7/24/88

HOMESTEAD, FL

A/C Reg. No. N638E

Time (Lcl) - 1830 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 691 7/24/88 DAYTONA BEACH, FL A/C Reg. No. N28140 Time (Lcl) - 1410 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520K
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 - 110/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3100 FT SCATTERED
Lowest Ceiling - 11000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DAYTONA BEACH, FL
Destination
GATLINBURG, TN

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1907
Make/Model - 1462
Instrument - UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days - 22
Last 90 Days - 59
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED SPRUCE CREEK ARPT AND APRX 2 MINUTES LATER LOST POWER AND CRASHED INTO TREES JUST WEST OF THE VOLUSIA COUNTY LANDFILL APRX 4 MILES NORTHEAST OF THE DAYTONA BEACH REGIONAL ARPT. POSTCRASH EXAMINATION OF THE ENGINE REVEALED THE DRAIN LINE ON AN OIL SEPARATOR KIT RECENTLY INSTALLED WAS ADAPTED INADVERTANTLY TO A PRESSURE PORT ON THE ENGINE CASE INSTEAD OF A SUCTION PORT. THIS DIVERTED THE ENGINE OIL OVERBOARD THROUGH THE OIL SEPARATOR VENT TUBE, STARVING THE ENGINE OF OIL. THE ENGINE SUSTAINED MAJOR DAMAGE WITH EVIDENCE OF SEIZURE.

Brief of Accident (Continued)

File No. - 691

7/24/88

DAYTONA BEACH, FL

A/C Reg. No. N28140

Time (Lc1) - 1410 EDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - INCORRECT
2. MAINTENANCE,MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FLUID,OIL - LOSS,TOTAL
4. ENGINE ASSEMBLY - SEIZED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - TREE(S)

----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. - 687 8/02/88 PAHOKEE, FL A/C Reg. No. N9962N Time (Lc1) - 1045 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

1

0

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

Make/Model - CESSNA 180J
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 160/011 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2400 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ST PETERSBURG, FL

Destination

PAHOKEE, FL

Airport Proximity

ON AIRPORT

Airport Data

PAHOKEE

Runway Ident - 17

Runway Lth/Wid - 3946/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 56

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - C-180J

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1639

Make/Model- 1551

Instrument- 125

Last 24 Hrs - 2

Last 30 Days- 28

Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS ATTEMPTING A WHEEL LANDING. ON ROLLOUT HE "HIT" THE BRAKES. THE ACFT NOSED OVER AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 687

8/02/88

PAHOKEE, FL

A/C Reg. No. N9962N

Time (Lc1) - 1045 EDT

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 744 8/03/88 JACKSONVILLE, FL A/C Reg. No. N70061 Time (Lcl) - 1822 EDT

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

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

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

Make/Model - STANFORD MONOFLY	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 46 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	CRAIG MUNICIPAL
Wind Dir/Speed- 130/009 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4007/ 100
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 985
SE LAND,ME LAND,SE SEA	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1
		Last 30 Days- UNK/NR
		Instrument- 110
		Last 90 Days- 26
		Multi-Eng - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLT EXPERIENCED TOTAL LOSS OF ENGINE POWER WHILE ON A DOWNWIND POSITION FOR LANDING. THE RUNWAY COULD NOT BE REACHED AND A FORCED LANDING WAS MADE IN TREES. THE FUEL PUMP WAS MOUNTED DIRECTLY TO THE ENGINE BLOCK AND AUTO FUEL WAS BEING USED. AFTER THE ACCIDENT THE ENGINE WAS OPERATED ON THE AIRCRAFT TO FULL POWER WITH NO EVIDENCE OF FAILURE OR MALFUNCTION. THE CONDITIONS WERE CONDUCIVE FOR FUEL VAPOR LOCK.

Brief of Accident (Continued)

File No. - 744

8/03/88

JACKSONVILLE,FL

A/C Reg. No. N70061

Time (Lcl) - 1822 EDT

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

Finding(s)
1. FUEL SYSTEM,PUMP - OVERTEMPERATURE
2. FLUID,FUEL - STARVATION

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)

-----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. - 753 9/03/88 ORLANDO, FL A/C Reg. No. N36190 Time (Lcl) - 1030 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 - TAKEOFF		0	0	1	0

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

Make/Model - PIPER PA-28	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KEY WEST, FL	ORLANDO WEST
Wind Dir/Speed- 140/012 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2430/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2372
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 109
		Instrument- 6
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD RENTED THE FULLY FUELED AIRCRAFT FROM AN FBO AT ORL WHICH HAS HARD SURFACED 4600 & 6000 FT RWYS. HE FLEW TO A 130 FT MSL ARPT WITH A 2430 FT GRASS RWY & PICKED UP HIS WIFE FOR A XC FLT. HE STATED THAT THE ACFT PERFORMED NORMALLY DURING THE 10 MIN FIRST FLT. ON DEPARTURE, THE PLT STATED THE WIND WAS CALM & HE ATTEMPTED A TAKEOFF FROM RWY 36. ABOUT 2/3 WAY DOWN THE RWY AND AT 65 KTS, HE STATED HE ROTATED & THE ENG QUIT. HE DIDN'T THINK HE COULD STOP THE ACFT ON THE WET GRASS & THERE WAS A DITCH AT THE END OF THE RWY. HE STATED THAT HE AVOIDED THE DITCH BY "REAPPLIED THROTTLE & PULLED ACFT OFF SURFACE AT APRCH TO DITCH. ACFT ROTATED, THEN STALLED." THE LEFT WING WAS SHEARED OFF AFTER HITTING A STUMP. AFTERWARD, THE ENG WAS TEST RUN AND NO ABNORMALITIES WERE OBSERVED. SURFACE WIND AT ORL WAS 140 DEGS AT 12 KTS. THE AIR TEMP WAS 85 DEGS & DENS ALT WAS CALCULATED TO BE 1800 FT MSL.

Brief of Accident (Continued)

File No. - 753

9/03/88

ORLANDO, FL

A/C Reg. No. N36190

Time (Lc1) - 1030 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. TERRAIN CONDITION - WET
2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. TERRAIN CONDITION - DITCH
6. OBJECT - TREE(S)

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

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

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. - 636 1/20/88 JULIETTE,GA A/C Reg. No. N1432J Time (Lcl) - 1630 EST

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

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

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

Make/Model - ROCKWELL 112A	Eng Make/Model - LYCOMING IO-360-C1D6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

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

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 384
SE LAND	Months Since - 20	Make/Model- 150
	Aircraft Type - 112A	Instrument- 33
		Multi-Eng - 4
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE STRUCK A TRANSMISSION CABLE OVER A RIVER AT ABOUT 100 FT AGL. THE PLT RPTD THAT HE INADVERTENTLY STALLED THE AIRPLANE WHILE TURNING TO REVERSE DIRECTION DURING AN AERIAL PHOTO FLT, AND THAT HE FELT A "BUMP" DURING RECOVERY. AFTER RETURNING TO THE DEPARTURE ARPT, HE FOUND THAT A PORTION OF THE VERTICAL STABILIZER HAD BEEN "SAWED OFF". A NON-PLT PAX RPTD THAT THE AIRPLANE WAS FLYING ESSENTIALLY STRAIGHT AND LEVEL WHEN THE IMPACT WAS FELT. THE PAX DID NOT HEAR ANY WARNING HORNS OR BUZZERS PRIOR TO THE IMPACT. SHE RPTD THAT SHE DID HEAR A BEEPING SOUND WHEN THE AIRPLANE LATER LANDED, THOUGH.

Brief of Accident (Continued)

File No. - 636

1/20/88

JULIETTE,GA

A/C Reg. No. N1432J

Time (Lcl) - 1630 EST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. LOW PASS - PERFORMED - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 639 3/20/88 DONALSONVILLE,GA A/C Reg. No. N7765Q Time (Lcl) - 1530 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-VO
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- 240/015 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DONALSONVILLE MUNI
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 71
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-310Q

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 10000
Make/Model-	510
Instrument-	385
Multi-Eng -	5050
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	10
Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE HAD EXPERIENCED PRIOR BRAKE PROBLEMS AND HAD REPEATED MAINTENANCE PERFORMED. HE FURTHER STATED THAT NOT ALL OF THE BRAKE PROBLEMS HAD BEEN CORRECTED. AFTER LANDING THE PILOT NOTICED THAT THE RIGHT BRAKE SEEMED "SPONGY". HE CONTINUED TO TAXI BUT AT A SLOWER SPEED. WHILE EXECUTING A RIGHT TURN A GUST OF WIND PUSHED THE NOSE FURTHER TO THE LEFT TOWARDS A BUILDING. HE REPORTED THAT HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL DUE TO THE MALFUNCTIONING RIGHT BRAKE. THE LEFT WING TIP CONTACTED THE BUILDING AND A FIRE RESULTED IMMEDIATELY. THE PILOT REPORTED THAT THE STROBE WAS LEFT ON. THE SUBSEQUENT FIRE SPREAD AND THE AIRCRAFT WAS DESTROYED. EXAMINATION OF THE BRAKE SYSTEM WAS INCONCLUSIVE DUE TO THE EXTENSIVE DAMAGE.

Brief of Accident (Continued)

File No. - 639

3/20/88

DONALSONVILLE, GA

A/C Reg. No. N7765Q

Time (Lcl) - 1530 EST

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
2. DIRECTIONAL CONTROL - REDUCED -

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

Finding(s)

3. OBJECT - BUILDING (NONRESIDENTIAL)
4. WEATHER CONDITION - GUSTS
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 721 4/07/88 MACON, GA A/C Reg. No. N49409 Time (Lcl) - 1530 EDT

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

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

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/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		ON AIRPORT	
Method	- TELEPHONE	MACON, GA			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		MACON-HERBERT SMART DWNTN	
Wind Dir/Speed	- 320/016 KTS			Runway Ident	- 32
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- 4430/ 150
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 - 20	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 280	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 2	Make/Model - 185	Last 30 Days - 80
	Aircraft Type - C-152	Instrument - 36	Last 90 Days - 150
		Multi-Eng - 10	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS TAXIING FOR DEPARTURE WHEN A GUST OF WIND LIFTED THE LEFT WING AND THE ACFT OVERTURNED. THE SURFACE WINDS WERE REPORTED AT 16 KNOTS WITH GUSTS TO 27 KNOTS. THE PLT STATED THAT PROPER FLIGHT CONTROL INPUTS WERE USED FOR TAXIING IN WINDY CONDITIONS.

Brief of Accident (Continued)

File No. - 721

4/07/88

MACON, GA

A/C Reg. No. N49409

Time (Lcl) - 1530 EDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE - EXCEEDED
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 660 4/13/88 ATHENS, GA A/C Reg. No. N736LL Time (Lcl) - 1920 EDT

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

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

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

Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activate - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	ATHENS/BEN EPPS
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - CLEAR	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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 205
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - C172XP	Make/Model- 202
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF A CESSNA 170A HAD DEPARTED ALBANY, GA VFR WITH NO FLT PLAN FOR ATHENS, GA. A CESSNA R172K FROM THE ATHENS AIRPORT WAS ENGAGED IN LOCAL FLYING. THE 172 RETD FROM DOING AIRWORK AND WAS MAKING A FULL STOP LDG. DURING HIS LANDING ROLL THE PLT REPTD THAT HIS AIRPLANE SUDDENLY YAWED 90 DEGS TO THE LEFT AND SKIDDED DOWN THE RUNWAY TO A STOP. HE STATED THAT WHEN HE EXITED HIS AIRPLANE HE SAW THE 170 RESTING ON HIS TAIL. THE 170 PLT STATED THAT HE STARTED CALLING ATHENS ATCT ABOUT 10 MILES OUT AND CONTINUED REPTG HIS POSITION UNTIL 1/2 MILE FINAL. THE PLT REPTD THAT HE DID NOT SEE THE 172 AS IT WAS DIRECTLY BELOW HIM. HE STATED THAT HIS AIRPLANE SETTLED ONTO THE 172 DURING HIS FLARE FOR LDG. THE VFR CHART, CURRENT AT THE TIME DEPICTED ATHENS AS A CONTROLLED FIELD WITH AN APT TRAFFIC AREA ALTHOUGH THE TABLE IN THE CHART LEGEND INDICATED THAT THE ATCT WAS CLOSED UNTIL FURTHER NOTICE. THE TOWER HAD BEEN CLOSED SINCE 1981.

Brief of Accident (Continued)

File No. - 660

4/13/88

ATHENS,GA

A/C Reg. No. N736LL

Time (Lcl) - 1920 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 660 4/13/88 ATHENS,GA

A/C Reg. No. N1213D

Time (Lcl) - 1920 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Fire	Crew	0
NONE	Pass	0
	Other	0

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

Make/Model - CESSNA 170A
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 - 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- 270/006 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
ALBANY,GA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ATHENS/BEN EPPS
Runway Ident - 27
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 75

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2068	Last 24 Hrs -	5
Make/Model-	440	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF A CESSNA 170A HAD DEPARTED ALBANY, GA VFR WITH NO FLT PLAN FOR ATHENS, GA. A CESSNA R172K FROM THE ATHENS AIRPORT WAS ENGAGED IN LOCAL FLYING. THE 172 RETD FROM DOING AIRWORK AND WAS MAKING A FULL STOP LDG. DURING HIS LANDING ROLL THE PLT REPTD THAT HIS AIRPLANE SUDDENLY YAWED 90 DEGS TO THE LEFT AND SKIDDED DOWN THE RUNWAY TO A STOP. HE STATED THAT WHEN HE EXITED HIS AIRPLANE HE SAW THE 170 RESTING ON HIS TAIL. THE 170 PLT STATED THAT HE STARTED CALLING ATHENS ATCT ABOUT 10 MILES OUT AND CONTINUED REPTG HIS POSITION UNTIL 1/2 MILE FINAL. THE PLT REPTD THAT HE DID NOT SEE THE 172 AS IT WAS DIRECTLY BELOW HIM. HE STATED THAT HIS AIRPLANE SETTLED ONTO THE 172 DURING HIS FLARE FOR LDG. THE VFR CHART, CURRENT AT THE TIME DEPICTED ATHENS AS A CONTROLLED FIELD WITH AN APT TRAFFIC AREA ALTHOUGH THE TABLE IN THE CHART LEGEND INDICATED THAT THE ATCT WAS CLOSED UNTIL FURTHER NOTICE. THE TOWER HAD BEEN CLOSED SINCE 1981.

Brief of Accident (Continued)

File No. - 660

4/13/88

ATHENS, GA

A/C Reg. No. N1213D

Time (Lcl) - 1920 EDT

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. NOTAMS - NOT USED - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. VFR PROCEDURES - IMPROPER - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 760 4/14/88 ALPHARETTA,GA A/C Reg. No. N74070 Time (Lcl) - 1830 EDT

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

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

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

Make/Model - BALLOON WORKS AX-8B	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 - 1660	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 240/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 350
	Months Since - 12	Last 24 Hrs - UNK/NR
FREE BALLOON	Aircraft Type - AX-8B	Make/Model- 13
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON COLLIDED WITH TWO LIGHT POLES SHORTLY AFTER LIFTOFF FROM A BASEBALL FIELD. THE FIELD WAS SURROUNDED BY TREES, FENCED COURT AND A BUILDING. THE BALLOON'S SUSPENSION CABLES COLLIDED WITH THE FIELD LIGHTING SYSTEM. THE ENVELOPE SEPARATED FROM THE BASKET AND CONTINUED EAST FOR 3/4 MILE. THE BALLOON IS CERTIFIED FOR A MAXIMUM GROSS WEIGHT OF 1660 LBS. THE GROSS WEIGHT AT TAKEOFF WAS 1728 LBS. THIS WEIGHT INCLUDED 150 LBS OPERATING MARGIN. THE PILOT REPORTED THAT THE BALLOON CLIMBED INITIALLY TO ABOUT 60 FEET BEFORE SETTLING INTO A LIGHT POLE. THE BASKET FELL INTO A FENCED TENNIS COURT. THERE WERE NO REPORTED STRUCTURAL PROBLEMS OR SYSTEM MALFUNCTIONS. THE BALLOON FLIGHT MANUAL AND A FAA ADVISORY CIRCULAR CAUTIONS PILOTS ABOUT WIND GENERATED FALSE LIFT.

Brief of Accident (Continued)

File No. - 760

4/14/88

ALPHARETTA, GA

A/C Reg. No. N74070

Time (Lcl) - 1830 EDT

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

Finding(s)

1. OBJECT - POLE
 2. PERFORMANCE DATA - INACCURATE - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 734	7/10/88	GARFIELD,GA	A/C Reg. No. N3525Q	Time (Lc1) - 1610 EDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GARFIELD,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - 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)
PRIVATE,COMMERCIAL,CFI	Current - UNK/NR	Total - 8000
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 4000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 900
		Last 24 Hrs - 3
		Last 30 Days- 12
		Last 90 Days- 12
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING MINOR ENGINE MAINTENANCE, THE PLT/MECHANIC MADE THE TEST FLIGHT. THE ENGINE COWLING WAS NOT INSTALLED PRIOR TO THE FLT. WITNESSES REPORTED THAT THE ACFT WHEELS TOUCHED THE WATER OF A NEARBY POND FOLLOWED BY A SHARP PULL-UP INTO THE PLT'S CUSTOMARY "LOOP" PRIOR TO LANDING. THE ACFT DID NOT COMPLETE THE LOOP AND IMPACTED THE GROUND AT A 75 DEGREE NOSE DOWN ATTITUDE. THE PLT'S BLOOD ALCOHOL LEVEL RECORDED BY THE HARRIS MEDICAL LAB IN FORT WORTH, TX WAS 176 MG/DL. ALTHOUGH THERE WAS EVIDENCE OF SEVERE CORONARY ARTERY DISEASE, ITS RELEVANCE TO THE ACCIDENT COULD NOT BE ESTABLISHED.

Brief of Accident (Continued)

File No. - 734

7/10/88

GARFIELD,GA

A/C Reg. No. N3525Q

Time (Lcl) - 1610 EDT

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
6. PHYSICAL IMPAIRMENT(OTHER CARDIOVASCULAR) - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 624 7/30/88 CLIMAX,GA A/C Reg. No. N4880Y Time (Lcl) - 1600 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation -AERIAL APPLICATION

SUBSTANTIAL

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 137

Fire

Crew

0

0

1

0

Accident Occurred During -LANDING

NONE

Pass

0

0

0

0

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

Make/Model - PIPER PA-25-235

Eng Make/Model - LYCOMING O-540-B2C5

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BAINBRIDGE,GA

Destination

LOCAL

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 - FORCED LANDING

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

Pilot-In-Command

Age - 29

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 1144

Last 24 Hrs - 8

SE LAND

Months Since - 17

Make/Model- 105

Last 30 Days- 80

HELICOPTER

Aircraft Type - BH-206

Instrument- 201

Last 90 Days- 125

Rotorcraft - 948

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT AT APPROX. 150' AGL, THE AIRCRAFT ENGINE EXPERIENCED A TOTAL LOSS OF POWER. THE PILOT EXECUTED A FORCED LANDING INTO A COTTON FIELD. EXAMINATION OF THE ENGINE REVEALED THAT ONE OF THE TWO HEX HEAD SCREWS THAT SECURES THE CRANKSHAFT IDLER/ACCESSORY DRIVE GEAR HAD SHEARED WHICH CAUSED A TOTAL LOSS OF ENGINE POWER. THE ACFT NOSED OVER DURING LANDING.

Brief of Accident (Continued)

File No. - 624

7/30/88

CLIMAX,GA

A/C Reg. No. N4880Y

Time (Lc1) - 1600 EDT

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

Finding(s)

1. ACCESSORY DRIVE ASSY - SHEARED
 2. ENGINE ASSEMBLY,CAMSHAFT - DISENGAGED
 3. IGNITION SYSTEM - DISENGAGED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 714 8/10/88 BAINBRIDGE, GA A/C Reg. No. N731UH Time (Lcl) - 1630 EDT

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

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

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

Make/Model - CESSNA 188B	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 - 2238	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	BAINBRIDGE, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5500
SE LAND	Months Since - 7	Make/Model- 2200
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 9
		Last 30 Days- 200
		Last 90 Days- 375

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID ACFT WAS HEAVILY LOADED. WX WAS HOT & VERY HUMID. HE FLEW THE AG-PLANE OVER TREES & INITIATED DESCENT TO BEGIN THE SPRAY RUN. AS THE LEVEL OFF WAS ATTEMPTED THE AIRPLANE CONTINUED TO DESCEND IN A TAIL LOW ATTITUDE. THE TAIL DRAGGED THROUGH THE TALL COTTON PLANTS AND SLOWED ACFT. THE ACFT STALLED INTO THE FIELD.

Brief of Accident (Continued)

File No. - 714

8/10/88

BAINBRIDGE,GA

A/C Reg. No. N731UH

Time (Lc1) - 1630 EDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. TERRAIN CONDITION - CROP
 3. AIRCRAFT PERFORMANCE - EXCEEDED
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - AERIAL APPLICATION

----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. - 716 9/02/88 KAUAI, HI

A/C Reg. No. N51886

Time (Lcl) - 2014 HST

-----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
UNK/NR

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2300 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PORT ALLEN, HI
Destination
HONOLULU, HI

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 - N/A
Runway Status - N/A

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - C-172

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

Total	- 284	Last 24 Hrs	- UNK/NR
Make/Model-	170	Last 30 Days-	9
Instrument-	7	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED FOR HONOLULU, HI AFTER FLYING FOR 3 HOURS, 45 MINUTES WITHOUT REFUELING. THE FLIGHT TO HONOLULU TAKES 1 HOUR. THE AIRPLANE HAS A FULL FUEL ENDURANCE OF FOUR HOURS. IT DISAPPEARED FROM NAVY RADAR 25 MILES SOUTHEAST OF KAUAI. ACFT WRECKAGE NOT LOCATED; DAMAGE INDEX PRESUMED.

Brief of Accident (Continued)

File No. - 716

9/02/88

KAUAI, HI

A/C Reg. No. N51886

Time (Lcl) - 2014 HST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
-

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

----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. - 750 4/01/88 CEDAR RAPIDS, IA A/C Reg. No. N29325 Time (Lcl) - 2044 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

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

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

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

Weather Data

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

Wind Dir/Speed- 090/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 1900 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MENOMONIE, WI
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CEDAR RAPIDS
Runway Ident - 09
Runway Lth/Wid - 7000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 354 Last 24 Hrs - 2
Make/Model- 13 Last 30 Days- 34
Instrument- 9 Last 90 Days- 56

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NIGHT CROSS COUNTRY TRIP, PIC EXPERIENCED A TOTAL POWER LOSS. AN EMERGENCY LDG WAS ATTEMPTED AND THE ACCIDENT AIRCRAFT COLLIDED WITH THE TERRAIN. POST ACCIDENT INSPECTION REVEALED NO MECHANICAL OR FUEL STARVATION PROBLEMS. THE PILOT REPORTED THAT THE ENGINE QUIT AFTER THE DESCENT. HE FURTHER STATED THAT HE APPLIED CARB HEAT AFTER THE POWER LOSS. METEOROLOGICAL CONDITIONS WERE CONDUCTIVE TO THE POSSIBILITY OF CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 750

4/01/88

CEDAR RAPIDS, IA

A/C Reg. No. N29325

Time (Lcl) - 2044 CST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

-----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. - 725 4/29/88 BURLINGTON, IA A/C Reg. No. N6436U Time (Lc1) - 1615 CDT

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

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

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

Make/Model - RAVEN S-55	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BURLINGTON, IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BURLINGTON
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 364
	Months Since - UNK/NR	Make/Model- 364
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND THE BALLOON DURING A COMMERCIAL OPERATION, A DUST DEVIL WAS ENCOUNTERED. THE BALLOON AND GONDOLA TWISTED AND PITCHED VIOLENTLY. DURING A HARD LANDING, THE PIC WAS THROWN FROM THE AIRCRAFT, AND THE AIRCRAFT CONTINUED TO BOUNCE ALONG THE TERRAIN, UNTIL IT COLLIDED WITH POWER LINES.

Brief of Accident (Continued)

File No. - 725

4/29/88

BURLINGTON, IA

A/C Reg. No. N6436U

Time (Lcl) - 1615 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AIRCRAFT CONTROL - NOT POSSIBLE -
-

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - WIRE, TRANSMISSION
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 769 7/03/88 ROOT RANCH, ID A/C Reg. No. N732HH Time (Lcl) - 1015 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

0

Crew

Pass

5

Injuries

Serious

1

Minor

0

None

0

0

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

Make/Model - CESSNA TU-206-G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 40.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FLYING B RANCH, ID

ATC/Airspace

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

Airport Proximity

ON AIRSTRIP

Airport Data

ROOT RANCH AIRSTRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 1900/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 2400
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, PRIOR TO REACHING 500 FEET AGL, THE PILOT LOST CONTROL OF THE AIRCRAFT AND STRUCK TREES. AFTER STRIKING TREES THE AIRCRAFT THEN IMPACTED THE GROUND AND EXPLODED INTO FLAMES. WITNESSES STATED THAT FROM THE TIME OF ROTATION TO THE TIME CONTROL WAS LOST IN-FLIGHT AN EXTREME NOSE HIGH ATTITUDE WAS MAINTAINED. WITNESSES STATED THAT THEY SAW THE LEFT WING DROP, AS IF THE PILOT HAD MADE AN INTENTIONAL LEFT TURN OR THAT A DEPARTURE STALL HAD OCCURRED. THERE WAS A SEVERE POST-IMPACT FIRE ALONG WITH DESTRUCTION OF THE AIRCRAFT'S SYSTEMS. THE AIRCRAFT'S ENGINE AND TURBOCHARGING SYSTEM WAS EXAMINED AND TORN DOWN WITH NO ABNORMALITIES FOUND. NO MECHANICAL REASON FOR THE NOSE HIGH ATTITUDE OR LOSS OF CONTROL IN-FLIGHT COULD BE DETERMINED. AIRSTRIP ELEV WAS 5650 FEET, AND DENSITY ALT ABOUT 7000 FEET. THE AIRCRAFT'S WEIGHT WAS BELOW MAX GROSS WEIGHT AND CG WAS WITHIN LIMITS. THIS WAS THE SECOND FLIGHT OF THE DAY FOR THE PILOT AND PAX.

Brief of Accident (Continued)

File No. - 769

7/03/88

ROOT RANCH, ID

A/C Reg. No. N732HH

Time (Lc1) - 1015 MDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
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) 4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 792 5/30/88 ROMEQVILLE, IL A/C Reg. No. N68312 Time (Lcl) - 1430 CDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	LEWIS UNIVERSITY
Wind Dir/Speed- 190/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 48
Lowest Sky/Clouds - 25000 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 - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 33
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 33
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ATTEMPTING TO LAND WHEN THE AIRCRAFT TOUCHED DOWN HARD ON THE RUNWAY. THE AIRCRAFT BOUNCED BACK UP IN THE AIR. THE PILOT STATED THAT HE WAS UNABLE TO MAINTAIN CONTROL OF THE AIRCRAFT AND UPON RECONTACTING THE RUNWAY THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED DOWN ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 792

5/30/88

ROMEDEVILLE,IL

A/C Reg. No. N68312

Time (Lc1) - 1430 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN
5. LANDING GEAR,NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 773 6/04/88 ALEDO, IL A/C Reg. No. N95061 Time (Lcl) - 1243 CDT

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

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

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

Make/Model	- TAYLORCRAFT BC12-D	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-----

<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- 180/008 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 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 - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MERCER COUNTY</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 2480/ 45</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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 190</p> <p>Make/Model- 28</p> <p>Instrument- 0</p> <p>Multi-Eng - 3</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 20</p> <p>Last 90 Days- 28</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL THE PILOT REPORTED HE EXPERIENCED A LOSS OF DIRECTIONAL CONTROL AND ELECTED TO LIFT THE AIRCRAFT OFF THE GROUND PREMATURELY IN AN EFFORT TO AVOID RUNNING INTO A CORNFIELD. UNABLE TO ESTABLISH THE PROPER RATE OF CLIMB, AND UNABLE TO CLEAR SOME TELEPHONE LINES, THE PILOT ATTEMPTED TO DIVE UNDER THEM. THE LEFT WING TIP STRUCK THE LOWEST TELEPHONE WIRE, THEN THE RIGHT WING TIP STRUCK THE GROUND AND THE AIRCRAFT CAME TO A REST IN A CORNFIELD.

Brief of Accident (Continued)

File No. - 773

6/04/88

ALEDO,IL

A/C Reg. No. N95061

Time (Lcl) - 1243 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. PROPER CLIMB RATE - NOT POSSIBLE -
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - WIRE,TRANSMISSION
6. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 779 6/16/88 MATTOON, IL A/C Reg. No. N8226P Time (Lcl) - 1530 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MATTOON
Runway Ident - 06
Runway Lth/Wid - 5799/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 2300
Make/Model-	100
Instrument-	400
Multi-Eng -	300
Last 24 Hrs	- UNK/NR
Last 30 Days-	3
Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON RETURN FROM A LOCAL AERIAL PHOTOGRAPHY FLIGHT, THE PILOT FAILED TO ENSURE THAT THE AIRCRAFT LANDING GEAR WAS EXTENDED, DOWN AND LOCKED. WHEN THE AIRCRAFT TOUCHED DOWN, THE GEAR WAS ONLY EXTENDED APPROXIMATELY 10%; IT COLLAPSED FULLY WHEN IT CONTACTED THE GROUND AND THE AIRCRAFT SLID TO A STOP ON ITS BELLY. THE PAX STATED THAT HE THOUGHT THE GEAR WAS STILL IN THE UP POSITION ON SHORT FINAL AND THE PILOT LOWERED THE GEAR HANDLE ONLY WHEN THE PAX QUERIED HIM. POST-ACCIDENT GEAR ACTUATION REVEALED THAT THE GEAR FUNCTIONED NORMALLY. HOWEVER, THE GEAR WARNING HORN WAS ERRATIC.

Brief of Accident (Continued)

File No. - 779

6/16/88

MATTOON,IL

A/C Reg. No. N8226P

Time (Lc1) - 1530 CDT

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
 2. GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND
 3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
 4. LANDING GEAR,GEAR WARNING SYSTEM - ERRATIC
-

-----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. - 776 6/19/88 URBANA,IL A/C Reg. No. N49207 Time (Lcl) - 1440 CDT

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

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

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

Make/Model - CESSNA 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 ON AIRPORT
Wx Briefing - FSS	Last Departure Point TERRE HAUTE,IN	
Method - IN PERSON	Destination	Airport Data
Completeness - UNK/NR	SAME AS ACC/INC	FRASCA FIELD
Basic Weather - VMC	ATC/Airspace	Runway Ident - 22
Wind Dir/Speed- 190/005 KTS	Type of Flight Plan - VFR	Runway Lth/Wid - 1599/ 200
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 20000 FT THIN BKN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Lowest Ceiling - NONE		
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)
STUDENT	Current - N/A	Total - 56
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 56
		Last 30 Days- 4
		Instrument- 8
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING AT THE COMPLETION OF HIS FIRST SOLO CROSS COUNTRY INSTRUCTIONAL FLIGHT, THE STUDENT PILOT LANDED LONG AND WAS UNABLE TO STOP BEFORE THE END OF THE RUNWAY. THE STUDENT PILOT STATED THAT HE SELECTED THE SOD RUNWAY INSTEAD OF THE 2,550' X 29' ASPHALT RUNWAY BASED ON FORECAST WINDS WHICH WERE STRONGER THAN ACTUAL WINDS AT THE TIME OF THE ACCIDENT. THE AIRCRAFT OVERRAN THE END OF THE RUNWAY, VEERED TO THE RIGHT AND CAME TO REST IN A STAND OF TREES.

Brief of Accident (Continued)

File No. - 776

6/19/88

URBANA,IL

A/C Reg. No. N49207

Time (Lc1) - 1440 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 774 5/22/88 NORTH LIBERTY, IN A/C Reg. No. N5848A Time (Lcl) - 1230 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
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/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- 070/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ELKHART, IN

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE STRIP
Runway Ident - 27
Runway Lth/Wid - 1300/ 75
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 78 Last 24 Hrs - UNK/NR
Make/Model- 68 Last 30 Days- 1
Instrument- 3 Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DEPARTING FROM A GRASS STRIP THE PILOT WAS UNABLE TO MAINTAIN A SUFFICIENT RATE OF CLIMB AND AIRSPEED DURING THE CLIMBOUT. IN AN EFFORT TO REGAIN AIRSPEED, THE PILOT STATED THAT HE PUSHED THE NOSE FORWARD AND THE AIRCRAFT STRUCK THE GROUND IN A NOSE DOWN ATTITUDE. THE AIRCRAFT COLLIDED WITH THE FIELD PERPENDICULAR TO THE FURROWS, BREAKING THE NOSEWHEEL OFF AND FLIPPING THE AIRCRAFT OVER.

Brief of Accident (Continued)

File No. - 774

5/22/88

NORTH LIBERTY, IN

A/C Reg. No. N5848A

Time (Lc1) - 1230 EST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. 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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 775 6/08/88 MARION, IN A/C Reg. No. N3737P Time (Lcl) - 1530 EST

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

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A2B	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 - 151 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GAS CITY, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 060/016 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 5500 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 79	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1818
SE LAND	Months Since - 21	Make/Model- 500
	Aircraft Type - 415C	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 3
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT BECAME DISORIENTED DURING FLIGHT AND MADE AN UNSCHEDULED STOP IN A CORN FIELD TO ASK FOR DIRECTIONS TO HIS DESTINATION AIRPORT. DURING TAXI FOR TAKEOFF FROM THE FIELD, THE PILOT FAILED TO MAINTAIN ADEQUATE VISUAL LOOKOUT, AND STRUCK A MANHOLE COVER SHEARING THE NOSE GEAR. THE PILOT REPORTED THAT HE WAS FATIGUED AT THE TIME OF THE ACCIDENT FROM LACK OF SLEEP.

Brief of Accident (Continued)

File No. - 775

6/08/88

MARION, IN

A/C Reg. No. N3737P

Time (Lcl) - 1530 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. BECAME LOST/DISORIENTED
2. TERRAIN CONDITION - CROP
3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
6. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 777 6/22/88 NOBLESVILLE, IN A/C Reg. No. N36472 Time (Lcl) - 0715 EST

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

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

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

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/NO
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	NOBLESVILLE, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	INDIANAPOLIS METROPOLITAN
Wind Dir/Speed- 230/007 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 608
SE LAND	Months Since - 23	Make/Model- 119
	Aircraft Type - PA-28	Instrument- 8
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMBOUT THE PILOT STATED THAT HE EXPERIENCED A PARTIAL LOSS OF POWER AND WAS UNABLE TO MAINTAIN SUFFICIENT RATE OF CLIMB TO CONTINUE FLIGHT. THE PILOT EXECUTED A FORCED LANDING IN A FIELD, STRIKING TREES. POST-ACCIDENT INVESTIGATION FAILED TO REVEAL EVIDENCE OF A MECHANICAL MALFUNCTION AND REVEALED THAT THE AIRCRAFT WEIGHT LIMITATIONS WERE EXCEEDED. THE PILOT HAD NOT PERFORMED ANY WEIGHT AND BALANCE CALCULATIONS PRIOR TO DEPARTURE. A WITNESS REPORTED A VERY ABRUPT ROTATION AND NOSE-HIGH ATTITUDE AFTER LIFTOFF.

Brief of Accident (Continued)

File No. - 777

6/22/88

NOBLESVILLE, IN

A/C Reg. No. N36472

Time (Lc1) - 0715 EST

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

Finding(s)

1. AIRCRAFT PERFORMANCE - EXCEEDED
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. ROTATION - ABRUPT - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
7. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 782 7/03/88 LOWELL, IN A/C Reg. No. N30238 Time (Lcl) - 1630 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

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

ELT Installed/Activated - YES/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- 040/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GARY, IN
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LOWELL
Runway Ident - 36
Runway Lth/Wid - 3050/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 28
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 84	Last 24 Hrs - 0
Make/Model- 68	Last 30 Days- 13
Instrument- 3	Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON FINAL APPROACH FOR LANDING WHEN THE AIRCRAFT BEGAN TO DRIFT TO THE LEFT OF THE RUNWAY. THE PILOT DECIDED TO GO-AROUND AND ADDED FULL POWER, PUSHED THE CARBURETOR HEAT IN AND RETRACTED THE FLAPS TO "1/2". ACCORDING TO THE PILOT HE COULD NOT GET A POSITIVE RATE OF CLIMB. THE PILOT THEN NOTICED SOME TREES AHEAD OF HIM AND MADE A LEFT BANK TO AVOID THEM. DURING THE LEFT TURN THE AIRCRAFT STALLED. THE PILOT ATTEMPTED TO RECOVER BY LOWERING THE NOSE, ALTITUDE WAS LOST, AND THE AIRCRAFT IMPACTED THE GROUND, BOUNCED, AND NOSED OVER. THE PILOT REPORTED THAT THERE WERE NO MECHANICAL PROBLEMS WITH THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 782

7/03/88

LOWELL, IN

A/C Reg. No. N30238

Time (Lc1) - 1630 CDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING

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) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 786 7/03/88 MISHAWAKA, IN A/C Reg. No. N4186E Time (Lcl) - 2000 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
NONE
Fire
NONE

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

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

Make/Model - RAVEN S55A
Landing Gear - N/A
Max Gross Wt - 1435
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 320/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL

FREE BALLOON

Age - 56
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - S55A

Medical Certificate - UNK/NR

Flight Time (Hours)	
Total	- 164
Make/Model-	UNK/NR
Instrument-	0
Last 24 Hrs	- 1
Last 30 Days-	UNK/NR
Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

AFTER SHORT PERSONAL FLIGHT, THE PILOT OF THE BALLOON MADE A LANDING IN AN OPEN FIELD. THE GONDOLA TURNED OVER AND WAS DRAGGED THROUGH THE FIELD. THE PAX SUFFERED SERIOUS INJURIES.

Brief of Accident (Continued)

File No. - 786

7/03/88

MISHAWAKA, IN

A/C Reg. No. N4186E

Time (Lc1) - 2000 EST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING

Finding(s)

1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH WIND
 3. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
 4. BALLOON EQUIPMENT, BASKET - DUMPED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 784 7/10/88 INDIANAPOLIS, IN A/C Reg. No. N210WP Time (Lcl) - 1003 EST

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

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

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

Make/Model - CESSNA 210M	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 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	LOCAL	INDIANAPOLIS METROPOLITAN
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 767
SE LAND	Months Since - 12	Make/Model- 11
	Aircraft Type - C-182RG	Instrument- 165
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS ON HIS WAY BACK FROM ANOTHER LOCAL AIRPORT. HE THOUGHT THAT HE HAD LOWERED THE GEAR WHEN HE HAD ENTERED THE TRAFFIC PATTERN. THE AIRCRAFT LANDED GEAR UP. POST-ACCIDENT EXAM DISCLOSED NO MECHANICAL FAILURES OR SYSTEM MALFUNCTIONS AND THE GEAR WAS RECYCLED NORMALLY. THE PILOT STATED THAT HE HAD FLOWN WITH AN INSTRUCTOR PREVIOUSLY THAT DAY.

Brief of Accident (Continued)

File No. - 784

7/10/88

INDIANAPOLIS, IN

A/C Reg. No. N210WP

Time (Lc1) - 1003 EST

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 2. CHECKLIST - IMPROPER USE OF - PILOT IN COMMAND
 3. INATTENTIVE - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 788 7/23/88 GREENFIELD, IN A/C Reg. No. N83430 Time (Lcl) - 1130 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/005 KTS
Visibility - 7.0 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 - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

POPE FIELD
Runway Ident - 18
Runway Lth/Wid - 2000/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 65
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 4638
Make/Model-	41
Instrument-	125
Multi-Eng -	49
Last 24 Hrs -	8
Last 30 Days-	41
Last 90 Days-	115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT FOR PURPOSE OF PRACTICING LANDINGS IN A CONVENTIONAL GEAR AIRCRAFT, THE STUDENT PILOT ABRUPTLY NOSED THE AIRCRAFT TOWARD THE TURF RUNWAY. THE INSTRUCTOR PILOT DID NOT TAKE REMEDIAL ACTION AND THE AIRCRAFT STRUCK THE GROUND, COLLAPSING THE MAIN GEAR AND SKIDDING TO A HALT, NOSE DOWN, ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 788

7/23/88

GREENFIELD, IN

A/C Reg. No. N83430

Time (Lc1) - 1130 CDT

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

Finding(s)

1. AIRCRAFT HANDLING - ABRUPT - DUAL STUDENT
 2. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 705 1/28/88 OTTAWA,KS A/C Reg. No. N4717A Time (Lc1) - 1500 CST

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

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

-----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	- 108 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	OTTAWA	
Wind Dir/Speed	- 220/005 KTS	Runway Ident	- 17
Visibility	- 10.0 SM	Runway Lth/Wid	- 3400/ 50
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 76	Last 24 Hrs - 2
	Months Since - N/A	Make/Model - 76	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A SOLO CROSS COUNTRY FLIGHT. DURING THE LANDING, THE AIRCRAFT BEGAN TO PORPOISE. THE PILOT PERFORMED REMEDIAL ACTION, HOWEVER, THE AIRCRAFT HAD ALREADY SUSTAINED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 705

1/28/88

OTTAWA,KS

A/C Reg. No. N4717A

Time (Lcl) - 1500 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING

1. FLARE - IMPROPER - PILOT IN COMMAND

2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, NOSE GEAR - COLLAPSED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 703 2/09/88 GOODLAND,KS A/C Reg. No. N4509J Time (Lcl) - 1045 MST

-----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 -FLIGHT TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

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

Make/Model - CESSNA T-188C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4400
No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520-T
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 200/020 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GOODLAND,KS
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GOODLAND
Runway Ident - 12
Runway Lth/Wid - 5500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-650

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 9570	Last 24 Hrs - 2
Make/Model- 23	Last 30 Days- UNK/NR
Instrument- 865	Last 90 Days- 125
Multi-Eng - 5875	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE FLYING A CERTIFICATED EXPERIMENTAL AG ACFT, FOR PURPOSE OF COMPLIANCE WITH FAR REGULATIONS, THE EMPLOYEE OF THE FEDERAL AVIATION ADMINISTRATION LOST CONTROL DURING LANDING ROLLOUT. THE WIND CONDITIONS, RELATIVE TO THE RUNWAY, WERE ABOUT A 80 DEGREE CROSS WIND, WITH A VELOCITY OF 20 GUSTING TO 32 KNOTS. THE PIC SAID HE WAS UNABLE TO PREVENT THE ACFT FROM VEERING OFF THE RUNWAY. THE LEFT LDG GEAR WAS BROKEN OFF AND THE LEFT WING SUBSTANTIALLY DAMAGED. THE ACFT CAME TO REST ABOUT 160 DEGREES FROM THE RUNWAY HEADING.

Brief of Accident (Continued)

File No. - 703

2/09/88

GOODLAND,KS

A/C Reg. No. N4509J

Time (Lc1) - 1045 MST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. LANDING GEAR - OVERLOAD
5. LANDING GEAR - SEPARATION

----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. - 707 2/25/88 MANHATTAN,KS A/C Reg. No. N8850G Time (Lcl) - 1945 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MANHATTAN
Runway Ident - 21
Runway Lth/Wid - 7000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 230
Make/Model- 31
Instrument- 47
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING SHORT FIELD LDGS AT NIGHT, THE PILOT STATED HE FELT HE STALLED ON FINAL ABOUT 15 TO 20 FEET ABOVE THE RUNWAY. THE AIRCRAFT BOUNCED THREE TIMES, STRIKING EACH WING ON THE FIRST TWO TOUCHDOWNS AND COLLAPSING THE NOSE GEAR ASSEMBLY ON THE LAST TOUCHDOWN.

Brief of Accident (Continued)

File No. - 707

2/25/88

MANHATTAN,KS

A/C Reg. No. N8850G

Time (Lc1) - 1945 CST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. LIGHT CONDITION - NIGHT
3. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
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) 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. - 699 3/19/88 MANTER,KS A/C Reg. No. N21653 Time (Lc1) - 1715 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage		Injuries		
	DESTROYED		Fatal	Serious	Minor
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - CESSNA 188B	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 - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JOHNSON,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MANTER,KS	
Wind Dir/Speed- 260/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT 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 - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 538
SE LAND	Months Since - 16	Make/Model- 65
	Aircraft Type - PA-28	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 7
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CONDUCTING A TEAM AERIAL APPLICATION OPERATION, THE TRAILING AIRCRAFT STRUCK THE TERRAIN WITH THE RIGHT WING TIP, ROTATED IN A FLAT ATTITUDE ABOUT 2 TURNS, AND WAS DESTROYED BY FIRE. THE PILOT SAID, WHILE IN A DOWNWIND PROCEDURE TURNAROUND, INTO THE SETTING SUN, HE GLANCED DOWN TO VERIFY HIS HOPPER LOAD. HE SAID HE ENCOUNTERED WAKE TURBULENCE FROM THE LEAD AERIAL APPLICATOR, LOST ALTITUDE AND STRUCK THE TERRAIN. THE PLT WAS ABLE TO ESCAPE THE BURNING ACFT, BUT SUFFERED SERIOUS INJURIES. THE PLT SAID HE FELT A LACK OF RECENT EXPERIENCE CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 699

3/19/88

MANTER,KS

A/C Reg. No. N21653

Time (Lcl) - 1715 MST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND
 2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. DIVERTED ATTENTION - PILOT IN COMMAND
 4. LIGHT CONDITION - SUNGLARE
 5. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 711 5/07/88 CHASE,KS

A/C Reg. No. N6337Z

Time (Lcl) - 1122 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire

ON GROUND

Crew

1

0

0

0

Pass

0

0

0

0

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

Make/Model - PIPER PA-25-150

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2300

No. of Seats - 1

Eng Make/Model - LYCOMING O-320-2CA

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

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

LYONS,KS

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 51

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3900

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THEY SAW THE ACFT SPRAYING A HAYFIELD. THEY OBSERVED THE ACFT STRIKE A POWERLINE AS IT WAS MAKING A TURN. THE PILOT STATED THAT HIS WING CLIPPED THE POWERLINE AND THAT THE ACFT WENT INTO A FLAT SPIN FROM WHICH HE COULDN'T RECOVER.

Brief of Accident (Continued)

File No. - 711

5/07/88

CHASE,KS

A/C Reg. No. N6337Z

Time (Lc1) - 1122 CDT

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

Finding(s)

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

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

4. TERRAIN CONDITION - CROP

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 748	5/17/88	HORTON,KS	A/C Reg. No. N3502L	Time (Lc1) - 1500 CDT
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-----Basic Information-----

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

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

Make/Model - GREAT LAKES 2T1A2	Eng Make/Model - LYCOMING IO-360-B1G6	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1580	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 150/005 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point HORTON,KS</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 HORTON</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 2215/ 260</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>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 63</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - 2T1A2</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 970</p> <p>Make/Model- 624</p> <p>Instrument- 90</p> <p>Multi-Eng - 20</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 4</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC WAS EXECUTING TOUCH AND GO LNDGS WHEN HE REPORTEDLY EXPERIENCED A SHIFT IN WIND CONDITIONS. THE ACFT IMPACTED THE GROUND SHORT OF THE RWY. HE SAID THAT THE WINGS SUDDENLY LOST LIFT RESULTING IN A HIGH DESCENT RATE. THE PIC REPORTED NO MECHANICAL FLT CONTROL OR ENGINE DIFFICULTIES.

Brief of Accident (Continued)

File No. - 748

5/17/88

HORTON,KS

A/C Reg. No. N3502L

Time (Lc1) - 1500 CDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 710 6/03/88 ADA,KS

A/C Reg. No. N85985

Time (Lcl) - 0905 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

-----Aircraft Information-----

Make/Model - AERONCA 11AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
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- LIGHT AND VARIABLE
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
MINNEAPOLIS,KS
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
HELICOPTER

Age - 37
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 274
Make/Model- 27
Instrument- 2
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- 4
Last 90 Days- 9
Rotorcraft - 52

Instrument Rating(s) - NONE

-----Narrative-----

THE A/C CONTACTED POWERLINES ABOUT 25 FEET AGL, CONTACTED A TREE, BROKE ANOTHER POWERLINE, AND THEN CRASHED INTO A PICKUP TRUCK. NO EVIDENCE OF PREIMPACT MECHANICAL PROBLEMS WERE FOUND WITH EITHER AIRFRAME OR POWERPLANT. A TOXICOLOGICAL TEST OF THE PILOT SHOWED THE ALCOHOL LEVEL IN HIS BLOOD TO BE 114 MG/DL. THE PILOT/OPERATOR AIRCRAFT ACCIDENT FORM FILLED OUT BY THE PILOT DID NOT CONTAIN ANY INFORMATION AS TO WHY HE WAS FLYING AT THAT ALTITUDE.

Brief of Accident (Continued)

File No. - 710

6/03/88

ADA,KS

A/C Reg. No. N85985

Time (Lc1) - 0905 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. OBJECT - TREE(S)
3. ALTITUDE - IMPROPER - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

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) 3,4,5,6

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. - 735 4/01/88 ALBANY, KY A/C Reg. No. N6994R Time (Lcl) - 1730 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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - BEECH B19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - 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- 110/003 KTS
Visibility - 5.0 SM

Lowest Sky/Clouds - 1200 FT SCATTERED
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WABASH, IN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

SPRING CREEK
Runway Ident - 17
Runway Lth/Wid - 2400/ 52
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 202 Last 24 Hrs - 4
Make/Model- 35 Last 30 Days- UNK/NR
Instrument- 55 Last 90 Days- 74
Multi-Eng - 0 Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE TOUCHED DOWN ABOUT MIDFIELD ON THE 1,800 FT USABLE PORTION OF THE RWY. A LIGHT RAIN WAS FALLING AT THE TIME, AND THE RWY WAS WET. BRAKING ACTION WAS POOR, AND THE AIRPLANE SUBSEQUENTLY OVERRAN THE RUNWAY. THE AIRPLANE TRAVELED DOWN AN EMBANKMENT, ACROSS A ROAD, AND DOWN ANOTHER EMBANKMENT BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 735

4/01/88

ALBANY, KY

A/C Reg. No. N6994R

Time (Lc1) - 1730 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 683 4/11/88 BOWLING GREEN,KY A/C Reg. No. N32911 Time (Lcl) - 1523 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPRINGFIELD,TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 050/018 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 500
SE LAND	Months Since - 3	Last 24 Hrs - 0
	Aircraft Type - PA-28	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- 0
		Last 90 Days- 0
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT CALLED FSS ON WRONG FREQ. ANOTHER PILOT ANSWERED & PILOT REQ FSS FREQ. HE THEN CALLED FSS, RPTED ENG QUIT. WITNESS HEARD "ENG STARTING" MOMENTARILY OVERHEAD, WATCHED ACFT PITCH OVER, DIVE TO GND & IMPACT WITH NO ATTEMPT TO FLARE FOR LNDING. PITCH TRIM WAS FULLY NOSE DOWN, THERE WAS EVIDENCE OF PROPELLER ROTATION UNDER POWER AT IMPACT, & NO REASON FOUND TO PREVENT ENG RUNNING. PIC BACKGROUND CHECK SHOWED TREATMENT FOR DEPRESSION, CONTINUOUS USE OF VALIUM TO SLEEP SINCE 1979, NERVOUS BREAKDOWN OF FATHER, FEAR OF NERVOUS BREAKDOWN HIMSELF, SEVERE SHORTAGES IN GOVT GRAIN IN HIS WAREHOUSE, & 1 MILLION DOLLAR INSURANCE TO WAREHOUSE. WHEN GOVT AUDITOR ARRIVED UNEXPECTEDLY, PIC LEFT WAREHOUSE, RENTED ACFT, TOOK OFF HURRIEDLY, & SUBSEQUENTLY CRASHED. WITNESSES REPORTED PILOT DID NOT PREFLT, DID NOT ACCOMPLISH A RUN-UP, AND TAXIED AT HIGH SPEED.

Brief of Accident (Continued)

File No. - 683

4/11/88

BOWLING GREEN, KY

A/C Reg. No. N32911

Time (Lc1) - 1523 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Finding(s)

1. TRIM SETTING - SELECTED - PILOT IN COMMAND
2. DESCENT - INITIATED - PILOT IN COMMAND
3. DESCENT - NOT CORRECTED - PILOT IN COMMAND
4. ANXIETY/APPREHENSION - PILOT IN COMMAND
5. SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. PSYCHOLOGICAL CONDITION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 610 5/15/88 WINNSBORO, LA A/C Reg. No. N78392 Time (Lcl) - 1550 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 188
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4200
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/004 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 40

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 300

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 PRIVATE PILOT WAS PRACTICING AERIAL APPLICATION MANEUVERS WITH BETWEEN 20 TO 40 GALLONS OF WATER IN THE SPRAY TANKS. A WITNESS INDICATED THAT "AS THE AIRPLANE STARTED DOWN FOR THE PASS IT CLEARLY WENT INTO A FLAT SPIN IN WHICH IT MADE ALMOST 2 FULL REVOLUTIONS BEFORE IT HIT THE GROUND AT WHAT LOOKED TO BE APPROX 45 DEGREE ANGLE." BLOOD SAMPLES TAKEN FROM THE PILOT SHORTLY AFTER THE ACCIDENT INDICATED A BLOOD ALCOHOL LEVEL OF .166 PERCENT AND URINE ALCOHOL OF 0.20 PERCENT.

Brief of Accident (Continued)

File No. - 610

5/15/88

WINNSBORO, LA

A/C Reg. No. N78392

Time (Lcl) - 1550 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 798 6/08/88 ANGOLA, LA

A/C Reg. No. N3153R

Time (Lcl) - 1240 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 182L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470R
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- 235/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BATON ROUGE, LA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

PENIT. AIRSTRIIP
Runway Ident - 13
Runway Lth/Wid - 4000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 66

Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 3260
Make/Model-	3260
Instrument-	115
Multi-Eng -	0
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	16
Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THE AIRPLANE WAS ON THE TAKEOFF ROLL WHEN THE SEAT SLID TO THE REAR. HE WAS UNABLE TO CONTROL THE AIRPLANE AND IT RAN OFF THE SIDE OF THE RUNWAY AND STRUCK A FENCE. THE SEAT TRACK HOLES WERE WORN ENOUGH THAT THE LOCKING PINS WOULD NOT STAY IN THEM. THE LAST INSPECTION WAS 40 FLYING HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 798

6/08/88

ANGOLA, LA

A/C Reg. No. N3153R

Time (Lc1) - 1240 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FUSELAGE, SEAT - UNLOCKED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUSELAGE, SEAT - WORN
4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
5. DIRECTIONAL CONTROL - NOT POSSIBLE -

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 611 6/17/88 BASILE, LA A/C Reg. No. N4243 Time (Lcl) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-1340-AN-14B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	BASILE, LA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- 270/006 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR SCATTERED	Type of Clearance	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- DRY
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL	Current	- YES	Total	- 10045	Last 24 Hrs	- 8
SE LAND	Months Since	- 3	Make/Model	- 9000	Last 30 Days	- 100
	Aircraft Type	- G-164A	Instrument	- 25	Last 90 Days	- 400

Instrument Rating(s) - NONE

-----Narrative-----

DURING OR AFTER LIFT-OFF, THE RIGHT LANDING GEAR AXLE ASSEMBLY SEPARATED FROM THE LANDING GEAR LEG WHEN THE MOUNTING BOLTS SHEARED. DURING LANDING, THE AIRPLANE GROUND-LOOPEO AND THEN FLIPPED TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 611

6/17/88

BASILE, LA

A/C Reg. No. N4243

Time (Lc1) - 1215 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - DISCONNECTED
 2. LANDING GEAR, AXLE - SEPARATION
 3. LANDING GEAR - NOT MAINTAINED - OTHER MAINTENANCE PSNL
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 606 7/11/88 RAYVILLE, LA A/C Reg. No. N47345 Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - TEXAS HELICOPTERS M74C	Eng Make/Model - LYCOMING VO-435-A1F	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2996
SE LAND	Months Since - 2	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - BH-47	Make/Model- 2587
		Last 30 Days- 29
		Instrument- UNK/NR
		Last 90 Days- 106
		Multi-Eng - UNK/NR
		Rotorcraft - 2687

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL PILOT WAS SPRAYING HIS COTTON FIELD WITH HIS OWN HELICOPTER. THE ACFT HIT A TREE DURING A RIGHT TURNING PULL-UP. THE TAIL ROTOR BLADES WERE SEVERED FIRST THEN, DURING AN UNCONTROLLED RIGHT TURN, THE TAILBOOM HIT ANOTHER TREE. THE MAIN ROTOR BLADES STRUCK A TREE AND THE MAIN ROTOR HEAD AND BLADES SEPARATED FROM THE ACFT. THE HELICOPTER ROLLED INVERTED AND CAME TO REST IN A DITCH.

Brief of Accident (Continued)

File No. - 606

7/11/88

RAYVILLE, LA

A/C Reg. No. N47345

Time (Lc1) - 1530 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. OBJECT - TREE(S)
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 607 7/12/88 SLIDELL, LA A/C Reg. No. N25999 Time (Lcl) - 1836 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
0	0	1	0	
0	0	0	1	

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- 170/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 25000 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 - FORCED LANDING

Airport Proximity
ON AIRSTRIP

Airport Data

GARRETT
Runway Ident - 27
Runway Lth/Wid - 3900/ 60
Runway Surface - GRASS/TURF
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 - 64 Last 24 Hrs - 1
Make/Model- 22 Last 30 Days- 1
Instrument- 1 Last 90 Days- 1
Multi-Eng - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LANDED ON THE PRIVATE STRIP TO PICK UP A PASSENGER. THE PILOT REPORTED THAT AFTER TAKEOFF HE SMELLED SMOKE AND ALMOST IMMEDIATELY, THE ENGINE STARTED CUTTING OUT. THE AIRPLANE IMPACTED THE TOPS OF TALL TREES, THEN A FENCE, AND THEN IMPACTED THE GROUND BENEATH HIGH VOLTAGE LINES. DURING A POST-ACCIDENT INSPECTION, NO EVIDENCE OF FIRE OR SMOKE DAMAGE WAS FOUND. HOWEVER, THE CARBURETOR HEAT CONTROL WAS FOUND IN THE ON POSITION AND THE FLAPS WERE FOUND IN THE FULL DOWN POSITION. AFTER A PROPELLER CHANGE, THE ENGINE WAS RUN AND THE OPERATION WAS NORMAL. THE DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT WAS ABOVE 4,000 FEET. THE AIRSTRIP USED FOR DEPARTURE WAS A PRIVATE STRIP WITH VERY HIGH GRASS THROUGHOUT THE STRIP. STUDENT PILOTS ARE NOT AUTHORIZED TO CARRY PASSENGERS.

Brief of Accident (Continued)

File No. - 607

7/12/88

SLIDELL, LA

A/C Reg. No. N25999

Time (Lcl) - 1836 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 5. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
 6. WEATHER CONDITION - TAILWIND
 7. TERRAIN CONDITION - HIGH VEGETATION
 8. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 9. OBJECT - TREE(S)
 10. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 612 7/17/88 RUSTON, LA A/C Reg. No. N295C Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

	Fatal	Serious	Minor	None
MINOR				
Fire	Crew 0	0	0	1
NONE	Pass 0	0	0	0
	Other 0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 310B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4700
No. of Seats - 5

Eng Make/Model - CONTINENTAL O-470-M
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 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- 215/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. JOSEPH, LA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MUNICIPAL
Runway Ident - 16
Runway Lth/Wid - 4000/ 90
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 378
Last 24 Hrs - 1
Make/Model- 77
Last 30 Days- 10
Instrument- 0
Last 90 Days- 21
Multi-Eng - 77

Instrument Rating(s) - NONE

-----Narrative-----

BOTH AIRPLANES WERE IN THE TRAFFIC PATTERN. THE CESSNA 152 MADE RADIO CALLS IN THE BLIND; THE CESSNA 310 DID NOT. BOTH AIRPLANES WERE ON FINAL AT THE SAME TIME WITH THE 152 IN THE LEAD AND THE 310 LOWER. THE 310 PASSED THE 152 JUST BEFORE TOUCHDOWN. THE 310 WAS ON THE GROUND AS THE 152 ROUNDED OUT RIGHT BEHIND IT. THE PILOTS IN THE 152 THEN SAW THE 310, ADDED FULL POWER, AND PULLED UP. THE LEFT HORIZONTAL STABILIZER OF THE 152 STRUCK THE VERTICAL STABILIZER OF THE 310. THE 310 STOPPED AND THE 152 LANDED IN FRONT OF THE 310 ON THE SAME RWY.

Brief of Accident (Continued)

File No. - 612

7/17/88

RUSTON, LA

A/C Reg. No. N295C

Time (Lcl) - 1500 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - IMPROPER - PILOT IN COMMAND
 4. COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 612 7/17/88 RUSTON, LA A/C Reg. No. N93294 Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	2
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0
			Other 0	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 - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 215/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 3500 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 - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MUNICIPAL</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 4000/ 90</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 16</p> <p style="padding-left: 20px;">Aircraft Type - PA-23</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1141</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 341</td> <td>Last 30 Days- 14</td> </tr> <tr> <td>Instrument- 101</td> <td>Last 90 Days- 58</td> </tr> <tr> <td>Multi-Eng - 377</td> <td>Rotorcraft - 2</td> </tr> </table>	Total - 1141	Last 24 Hrs - 1	Make/Model- 341	Last 30 Days- 14	Instrument- 101	Last 90 Days- 58	Multi-Eng - 377	Rotorcraft - 2
Total - 1141	Last 24 Hrs - 1									
Make/Model- 341	Last 30 Days- 14									
Instrument- 101	Last 90 Days- 58									
Multi-Eng - 377	Rotorcraft - 2									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH AIRPLANES WERE IN THE TRAFFIC PATTERN. THE CESSNA 152 MADE RADIO CALLS IN THE BLIND; THE CESSNA 310 DID NOT. BOTH AIRPLANES WERE ON FINAL AT THE SAME TIME WITH THE 152 IN THE LEAD AND THE 310 LOWER. THE 310 PASSED THE 152 JUST BEFORE TOUCHDOWN. THE 310 WAS ON THE GROUND AS THE 152 ROUNDED OUT RIGHT BEHIND IT. THE PILOTS IN THE 152 THEN SAW THE 310, ADDED FULL POWER, AND PULLED UP. THE LEFT HORIZONTAL STABILIZER OF THE 152 STRUCK THE VERTICAL STABILIZER OF THE 310. THE 310 STOPPED AND THE 152 LANDED IN FRONT OF THE 310 ON THE SAME RWY.

Brief of Accident (Continued)

File No. - 612

7/17/88

RUSTON, LA

A/C Reg. No. N93294

Time (Lcl) - 1500 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
 3. VISUAL LOOKOUT - IMPROPER - PILOT OF OTHER AIRCRAFT
 4. COMMUNICATIONS - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 740 7/24/88 BASTROP, LA A/C Reg. No. N46831 Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 137	NONE	0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PZL MIELEC M18	Eng Make/Model - PZL KALI52	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 9260	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 967 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	MER ROUGE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AG STRIP
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 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 - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	PRECAUTIONARY LANDIN	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 8
	Aircraft Type - AT-6	Make/Model- 200
		Last 30 Days- 75
		Instrument- UNK/NR
		Last 90 Days- 200
		Multi-Eng - 400
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS AG AIRPLANE HAS A HYDRAULIC SYSTEM THAT OPERATES THE BRAKES AND FLAPS. THE ENGINE DRIVEN HYDRAULIC PUMP PROVIDES PRESSURE TO THE PRIMARY SYSTEM FOR NORMAL USE AND ALSO PROVIDES PRESSURE TO AN ACCUMULATOR FOR EMERGENCY USE. THE PRESSURE IN THE ACCUMULATOR CAN PROVIDE PRESSURE FOR SEVERAL FLAP MOVEMENTS PLUS SUFFICIENT EXTRA FOR BRAKE USE. THE PRIMARY SYSTEM AND ACCUMULATOR SYSTEM BOTH HAVE PRESSURE GAUGES. THE PILOT SAW THE PRESSURE DROP ON THE GAUGE AND FLEW TO A SATISFACTORY STRIP AND LANDED. AFTER TOUCHDOWN, THE PILOT SHUTDOWN THE ENGINE. ACFT TRACKED TO RIGHT, CROSSED A LEVEE AND WENT INTO A DRAINAGE DITCH. EXAM OF HYDRAULIC SYSTEM REVEALED A LEAKING SEAL.

Brief of Accident (Continued)

File No. - 740

7/24/88

BASTROP,LA

A/C Reg. No. N46831

Time (Lc1) - 0930 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. HYDRAULIC SYSTEM,SEAL - FAILURE,PARTIAL
2. HYDRAULIC SYSTEM,RESERVOIR - PRESSURE TOO LOW

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR,NORMAL BRAKE SYSTEM - INOPERATIVE
4. LANDING GEAR,EMERGENCY BRAKE SYSTEM - INOPERATIVE

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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 616 2/21/88 ANNAPOLIS, MD A/C Reg. No. N32019 Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL									
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0	0	0	1	1
Accident Occurred During - LANDING										

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	STEVENSVILLE, MD	LEE
Wind Dir/Speed- 290/012 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1243
SE LAND	Months Since - 11	Make/Model- 1141
	Aircraft Type - PA-28	Instrument- 102
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 22
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HE DID A PREFLIGHT INSPECTION OF THE ACFT WHICH INCLUDED A CHECK FOR WATER IN THE FUEL TANKS WERE PARTIALLY FULL- 17 GALS IN EACH ONE. A PRE-TAKEOFF ENG RUNUP WAS NORMAL. DURING THE INITIAL TAKEOFF CLIMB THE ENG HAD A PARTIAL POWER LOSS. AFTER HE WAS UNABLE TO CORRECT THE PROBLEM HE DITCHED THE ACFT IN A NEARBY CREEK. THE INVESTIGATION REVEALED THE CARBURETOR LIQUID CONTENT WAS HALF FUEL AND HALF WATER. THE CARB WAS DRAINED AND THE ENG OPERATED NORMALLY AFTER THREE UNSUCCESSFUL ATTEMPTS RESULTED IN ABOUT ONE MINUTE OF OPERATION BEFORE IT STOPPED BY ITSELF. CHEMICAL TEST OF THE LIQUID CONTENT OF THE CARB DISCLOSED THAT 23 VOLUME PERCENT OF THE WATER WAS NOT CREEK WATER.

Brief of Accident (Continued)

File No. - 616

2/21/88

ANNAPOLIS, MD

A/C Reg. No. N32019

Time (Lc1) - 1330 EST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 712 4/30/88 MECHANICSVILLE, MD A/C Reg. No. N4022V Time (Lcl) - 2310 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	2	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 170	Eng Make/Model - CONTINENTAL D-300	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	FRIENDLY, MD	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LEONARDTOWN, MD	Runway Ident - N/A
Wind Dir/Speed- 260/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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 - YES	Total - 2287
SE LAND, ME LAND, SE SEA	Months Since - 2	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 230
		Last 30 Days- UNK/NR
		Instrument- 190
		Last 90 Days- 24
		Multi-Eng - 35
		Rotorcraft - 1800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FLOWN WITH THE ENGINE COWLING PLUGS INSTALLED. THE ENGINE OVERHEATED AND IT LOST POWER. THE PLT SAID HE FORGOT TO REMOVE THE PLUGS DURING THE PREFLIGHT. DURING THE FORCED LANDING ROLL THE ACFT COLLIDED WITH A BERM AND THE RT MAIN LNDG GEAR WAS SHEARED OFF.

Brief of Accident (Continued)

File No. - 712

4/30/88

MECHANICSVILLE, MD

A/C Reg. No. N4022V

Time (Lcl) - 2310 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - NIGHT
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. COOLING SYSTEM, COWLING - BLOCKED (TOTAL)
4. POWERPLANT - OVERTEMPERATURE
5. POWERPLANT - FAILURE, PARTIAL

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
8. LANDING GEAR, MAIN GEAR - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 622 8/21/88 GAITHERSBURG, MD A/C Reg. No. N86346 Time (Lc1) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	2
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - AERONCA 11AC	Eng Make/Model - CONTINENTAL A65-8	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1250	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	LONG GREEN, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GAITHERSBURG, MD	MONTGOMERY COUNTY
Wind Dir/Speed - 340/012 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4235/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 397
SE LAND	Months Since - 11	Last 24 Hrs - 2
	Aircraft Type - 11AC	Make/Model - 262
		Instrument - 23
		Last 30 Days - 25
		Last 90 Days - 60

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE LOCAL WINDS WERE VARYING FROM 340 DEGREES TO 360 DEGREES AT 12 KNOTS GUSTING TO 20 KNOTS. THE PILOT STATED THAT HE LOST DIRECTIONAL CONTROL DUE TO GUSTY WINDS WHILE ON LANDING ROLL. THE AIRCRAFT CONTACTED A VASI LIGHT AND THEN A DITCH.

Brief of Accident (Continued)

File No. - 622

8/21/88

GAITHERSBURG, MD

A/C Reg. No. N86346

Time (Lc1) - 1330 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID
6. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 621 8/27/88 GAITHERSBURG, MD A/C Reg. No. N8559A Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -HOVER			0	0	0	0

-----Aircraft Information-----

Make/Model - ROBINSON R22A	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1370	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 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- 170/005 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - PART OBS</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 - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MONTGOMERY COUNTY</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>ATP,CFI</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - BH-206B</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5100</p> <p>Make/Model- 250</p> <p>Instrument- 105</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- 62</p> <p>Last 90 Days- 145</p> <p>Rotorcraft - 5080</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS INITIATED WITH THE STUDENT PLT BRINGING THE HELICOPTER UP TO A HOVER WITH SOME FORWARD SPEED. THE STUDENT RAPIDLY AND FORCEFULLY APPLIED AFT CYCLIC. THE CFI WAS UNABLE TO COMPENSATE IN TIME, EVEN THOUGH HE WAS ON THE CONTROLS WITH THE STUDENT. THE STUDENT DID NOT RELINQUISH THE CONTROLS. THE MAIN ROTOR CONTACTED AND SEVERED THE TAIL BOOM. PARTIAL CONTROL WAS LOST BUT THE CFI WAS ABLE TO REDUCE THE THROTTLE AND ENTER AN AUTOROTATION FROM APRX 6 FT AGL. THE HELICOPTER CAME TO REST ON ITS SKIDS. THE STUDENT HAD ONLY 5 HRS FLT EXPERIENCE, ALL IN THE R22.

Brief of Accident (Continued)

File No. - 621

8/27/88

GAITHERSBURG,MD

A/C Reg. No. N8559A

Time (Lcl) - 1100 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. CYCLIC - IMPROPER USE OF - DUAL STUDENT
 2. LACK OF TOTAL EXPERIENCE - DUAL STUDENT
 3. RELINQUISHING OF CONTROL - NOT PERFORMED - DUAL STUDENT
 4. MISC ROTORCRAFT, TAIL BOOM - SEPARATION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND(CFI)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 682 8/28/88 EASTON, MD A/C Reg. No. N49572 Time (Lcl) - 1215 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 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 - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	EASTON MUNI
Wind Dir/Speed- 210/012 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 13000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 24
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 24
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT HE ALLOWED THE AIRSPEED TO DETERIORATE ON FINAL APCH. THE ACFT TOUCHED DOWN NOSEWHEEL FIRST AND BEGAN TO PORPOISE ON THE RUNWAY. THE ACFT PORPOISED 3 OR 4 TIMES BEFORE THE PROPELLER AND RIGHT WING CONTACTED THE RUNWAY.

Brief of Accident (Continued)

File No. - 682

8/28/88

EASTON, MD

A/C Reg. No. N49572

Time (Lcl) - 1215 EDT

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

-----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. - 791 6/02/88 FLUSHING, MI A/C Reg. No. N6589Q Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - ALON A2	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	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	FLUSHING, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DALTON AIRPORT
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 14.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2515/ 150
Lowest Sky/Clouds - 25000 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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL, CFI	Current - YES	Total - 8311
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 506
		Multi-Eng - 906
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - 1148

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DURING INITIAL TAKEOFF CLIMB THE ACFT EXPERIENCED A LOSS OF ENGINE POWER AT APPROXIMATELY 30' TO 40' ABOVE THE GROUND. THE PILOT ELECTED TO EXECUTE A FORCED LANDING ON THE GRASSY INFIELD OF THE AIRPORT BECAUSE INSUFFICIENT RUNWAY REMAINED. THE ACFT STRUCK THE GROUND IN A NOSE LOW ATTITUDE AND THE NOSE GEAR COLLAPSED RESULTING IN SUBSTANTIAL DAMAGE. THE ENGINE EXAM DID NOT DISCLOSE ANY MECHANICAL FAILURES OR MALFUNCTIONS. THE AIRCRAFT WAS USING AUTO GAS.

Brief of Accident (Continued)

File No. - 791

6/02/88

FLUSHING,MI

A/C Reg. No. N6589Q

Time (Lcl) - 1500 EST

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 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 778 6/21/88 HOWELL,MI A/C Reg. No. N757CD Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - 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	HOWELL,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LIVINGSTON COUNTY
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 75
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 16	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 15
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 14
		Instrument- 0
		Last 30 Days- 2
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ATTEMPTING HER SECOND SOLO TOUCH AND GO OF THE FLIGHT. SHE TOUCHED DOWN ON THE RUNWAY AND BOUNCED. THE PILOT PULLED BACK ON THE YOKE AND ADDED POWER TO ATTEMPT TO TRY AND GET IT TO SETTLE BACK ON THE RUNWAY, BUT THE AIRCRAFT CONTINUED TO FLY. AT THIS POINT THE PILOT STATED SHE DECIDED TO GO AROUND. IN THE PROCESS OF ATTEMPTING A GO AROUND THE PILOT STATED SHE PUSHED THE CARB HEAT IN AND "TOOK OFF ALL THE FLAPS" BEFORE ADDING ANY POWER. THE AIRCRAFT BOUNCED HARD ON THE RUNWAY AGAIN. THE AIRCRAFT CONTINUED TO BOUNCE ON THE RUNWAY A THIRD TIME AT WHICH TIME THE NOSE GEAR COLLAPSED, CAUSING THE AIRCRAFT TO FLIP OVER INVERTED. THIS WAS THE STUDENT'S THIRD SOLO FLIGHT.

Brief of Accident (Continued)

File No. - 778

6/21/88

HOWELL,MI

A/C Reg. No. N757CD

Time (Lc1) - 2030 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)
4. GO-AROUND - INITIATED - PILOT IN COMMAND
5. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ABORTED

Finding(s)
6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

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. - 783 7/04/88 BRECKENRIDGE, MI A/C Reg. No. N20058 Time (Lcl) - 1215 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - 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 - 2550	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 ALMA, MI	
Method - N/A	Destination BRECKENRIDGE, MI	Airport Data PRIVATE STRIP
Completeness - N/A		Runway Ident - 09
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2600/ 75
Wind Dir/Speed- 130/008 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 25000 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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 27
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 27
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ATTEMPTING TO LAND ON THE PRIVATE AIRSTRIP WHEN THE AIRCRAFT TOUCHED DOWN HARD ON THE RUNWAY. THE AIRCRAFT BOUNCED BACK UP INTO THE AIR. THE PILOT WAS UNABLE TO MAINTAIN CONTROL OF THE AIRCRAFT AND UPON IMPACTING BACK ONTO THE RUNWAY THE NOSE GEAR COLLAPSED. THE AIRCRAFT NOSED DOWN ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 783

7/04/88

BRECKENRIDGE,MI

A/C Reg. No. N20058

Time (Lc1) - 1215 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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. - 785 7/22/88 CEDAR SPRINGS, MI A/C Reg. No. N2859Y Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 182E	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	ASHLAND, OH	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	WALKERVILLE, MI	
Wind Dir/Speed	- 020/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 10000 FT BROKEN	- VFR FLIGHT FOLLOWING	Runway Surface
Obstructions to Vision	- NONE	- FORCED LANDING	- GRASS/TURF
Precipitation	- NONE		Runway Status
Condition of Light	- DAYLIGHT		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 1450
SE LAND	Months Since - 1	Make/Model	- 300
FREE BALLOON	Aircraft Type - C-185	Instrument	- 54
		Multi-Eng	- 3
		Last 24 Hrs	- 5
		Last 30 Days	- 10
		Last 90 Days	- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLIGHT THE PILOT REPORTED THAT A TOTAL POWER LOSS OCCURRED. THE PILOT EXECUTED A FORCED LANDING IN AN OPEN FIELD. ON ROLLOUT THE AIRCRAFT STRUCK A STUMP AND THEN A SMALL SHED. THE POST ACCIDENT INVESTIGATION REVEALED LOOSE FUEL CAPS AND NO FUEL IN THE AIRCRAFT. THERE WAS EVIDENCE OF FUEL SIPHONING. THE PILOT STATED THAT HE HAD OBTAINED FUEL JUST BEFORE FLIGHT AND DID NOT CHECK THE CAPS FOR SECURITY.

Brief of Accident (Continued)

File No. - 785

7/22/88

CEDAR SPRINGS, MI

A/C Reg. No. N2859Y

Time (Lc1) - 1600 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,CAP - NOT SECURED
2. INSTALLATION - IMPROPER - FBO PERSONNEL
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION
5. IN-FLIGHT PLANNING/DECISION - 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)

6. OBJECT - BUILDING(NONRESIDENTIAL)
7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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. - 781 7/05/88 THIEF RVR FALLS,MN A/C Reg. No. N11652 Time (Lcl) - 1635 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A3B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	GRAND FORKS,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	THIEF RVR FALLS REGIONAL
Wind Dir/Speed- 170/025 KTS		Runway Ident - 13
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 326
SE LAND	Months Since - 7	Make/Model- 136
	Aircraft Type - M-20K	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 16
		Last 90 Days- 24
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND WITH WINDS FROM THE SOUTHEAST AT 25 KNOTS. THE AIRCRAFT LANDED HARD AND THE PILOT APPLIED THE BRAKES. THE PILOT REPORTED THAT THE RIGHT WING BECAME AIRBORNE AND THE AIRCRAFT STARTED TO TURN TO THE LEFT. THE PILOT ADDED FULL POWER ATTEMPTING A GO-AROUND. THE LEFT WING CONTACTED THE GROUND AND THE AIRCRAFT GROUND LOOPED. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED DOWN. INVESTIGATION REVEALED THAT THE CROSSWIND COMPONENT WAS 16 KNOTS. THE MAXIMUM DEMONSTRATED CROSSWIND COMPONENT FOR THE AIRCRAFT IS 11 KNOTS.

Brief of Accident (Continued)

File No. - 781

7/05/88

THIEF RVR FALLS,MN

A/C Reg. No. N11652

Time (Lc1) - 1635 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #5 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

9. LANDING GEAR, NOSE GEAR - COLLAPSED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 789 7/17/88 MANKATO, MN A/C Reg. No. N2059Q Time (Lcl) - 0445 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	3	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 250/009 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 10000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Itinerary Last Departure Point LAKEVILLE, MN Destination SCOTTSBLUFF, NE ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - FORCED LANDING	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 786
SE LAND, ME LAND	Months Since - 3	Make/Model- 27
	Aircraft Type - C-177RG	Instrument- 260
		Multi-Eng - 551
		Last 24 Hrs - 1
		Last 30 Days- 4
		Last 90 Days- 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PILOT LEVELED OFF AT HIS INTENDED CRUISE ALTITUDE, HE NOTED A LOSS OF OIL PRESSURE, THEN SAW OIL SPREAD UP OVER THE WINDSHIELD, RESTRICTING HIS VISIBILITY. THE PILOT PERFORMED EMERGENCY PROCEDURES, AND BEGAN DESCENDING TO THE NEAREST AIRPORT. DURING THE EMERGENCY DESCENT THE ENGINE SEIZED. THE PILOT WAS UNABLE TO REACH THE AIRPORT AND DESCENDED THROUGH SOME TREES BEFORE MAKING A FORCED LANDING IN A BEAN FIELD APPROXIMATELY 1/4 MILE FROM THE AIRPORT. THE LOSS OF OIL WAS DETERMINED TO BE DUE TO A CRACKED PROPELLER GOVERNOR OIL TUBE THROUGH WHICH OIL WAS PUMPED OVERBOARD.

Brief of Accident (Continued)

File No. - 789

7/17/88

MANKATO, MN

A/C Reg. No. N2059Q

Time (Lc1) - 0445 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM, OIL TUBING - CRACKED
 2. FLUID, OIL - LEAK
-

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. FLUID, OIL - EXHAUSTION
 4. POWERPLANT - SEIZED
 5. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - BLOCKED(PARTIAL)
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. VISUAL LOOKOUT - RESTRICTED -
 7. LIGHT CONDITION - DARK NIGHT
 8. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 787 7/22/88 MINNEAPOLIS, MN A/C Reg. No. N25WF Time (Lcl) - 1115 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-LANDING	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER J-3	Eng Make/Model	- CONTINENTAL A-65-8F	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

-----Environment/Operations Information-----

<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- 140/005 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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 - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MINNEAPOLIS-CRYSTAL</p> <p>Runway Ident - 13L</p> <p>Runway Lth/Wid - 3267/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----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 - 87
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 29
		Last 30 Days- 2
		Instrument- 1
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING A LANDING ON A SOLO INSTRUCTIONAL FLIGHT, THE STUDENT PILOT ALLOWED THE AIRCRAFT TO DRIFT OFF THE LEFT SIDE OF THE RUNWAY AND STRIKE THE VASI LIGHTS. THE STUDENT PILOT HAD ONLY FLOWN 2 HOURS, INCLUDING 10 TAKEOFFS AND LANDINGS, IN THE PAST 90 DAYS, AND STATED THAT THE WINDS WERE SHIFTING AROUND WHILE HE WAS IN THE TRAFFIC PATTERN.

Brief of Accident (Continued)

File No. - 787

7/22/88

MINNEAPOLIS,MN

A/C Reg. No. N25WF

Time (Lc1) - 1115 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - AIRPORT FACILITY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 701 2/16/88 GRAIN VALLEY, MO A/C Reg. No. N18868 Time (Lcl) - 1445 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Crew	0	0	0	0
Accident Occurred During	-DESCENT		Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH 23	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT THIN BKN</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>KANSAS CITY, MO</p> <p>Destination</p> <p>GRAIN VALLEY, MO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>EAST KANSAS</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3800/ 45</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 29</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 - 55</p> <p>Make/Model- 55</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 12</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING SOFT FIELD TAKEOFFS, THE STUDENT PILOT STATED THAT HE OVERROTATED, ESTABLISHING TOO HIGH A NOSE UP ATTITUDE. THE AIRCRAFT ENTERED A DEPARTURE STALL, FOLLOWED BY UNCONTROLLED DESCENT TO THE TERRAIN.

Brief of Accident (Continued)

File No. - 701

2/16/88

GRAIN VALLEY, MO

A/C Reg. No. N18868

Time (Lc1) - 1445 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTATION - EXCESSIVE - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 708 2/25/88 SPRINGFIELD, MO A/C Reg. No. N587TC Time (Lcl) - 1738 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CARTER QUICKEE 2	Eng Make/Model - VW REVMASER2100	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 64 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SPRINGFIELD, MO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 340/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 278
SE LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 7
		Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE FLYING A HOMEBUILT AIRCRAFT, UNDER EXPERIMENTAL CATEGORY, THE PILOT EXPERIENCED AN ENGINE FAILURE. AN EMERGENCY LDG WAS MADE ON A HIGHWAY, AND DURING THE LDG ROLL THE ACFT STRUCK SOME MARKER BARRELS, SUFFERING SUBSTANTIAL DAMAGE. THE PILOT SAID THE ENGINE QUIT DUE TO FUEL EXHAUSTION, AND POST-FLT INSPECTION CONFIRMED LACK OF FUEL CAUSED THE ENGINE STOPPAGE.

Brief of Accident (Continued)

File No. - 708

2/25/88

SPRINGFIELD,MO

A/C Reg. No. N587TC

Time (Lc1) - 1738 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROADWAY/HIGHWAY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 745 3/06/88 MOUND CITY, MO A/C Reg. No. N7703J Time (Lcl) - 0500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/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 - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
ST. JOSEPH, MO
Destination
TARKIO, MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4000 Last 24 Hrs - 3
Make/Model- 2500 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC, AFTER AN EARLIER LNDG AT TARKIO, MISSOURI AND AN UNSUCCESSFUL ATTEMPT TO REACH HIS FISHING PARTNER, FLEW HIS ACFT TO AND LANDED AT ST. JOSEPH ROSECRANS ARPT. AFTER CONTACTING HIS FRIEND, AND CATCHING A FEW HOURS OF SLEEP, THE PIC MADE AN EARLY MORNING DEPARTURE FOR TARKIO, LOCATED NORTHWEST OF ST. JOSEPH. THE PIC RPTD FOG FORMING DURING THE FLT AND IDENTIFICATION OF THE TARKIO ARPT WAS NOT MADE. AFTER 2 ATTEMPTS TO LOCATE THE ARPT THE PIC MODIFIED HIS COURSE TO LAND AT ANOTHER ARPT HE HAD SPOTTED EARLIER. THE PIC RPTD THAT FOG HAD NOW OBSCURED THAT ARPT AND HE TURNED AND HEADED SOUTHWEST. AS A LAST RESORT THE PIC PLANNED TO ATTEMPT A LNDG ON THE INTERSTATE HWY NEAR MOUND CITY. THE PIC RPTD EXHAUSTING HIS FUEL SUPPLY BEFORE REACHING THE INTERSTATE AND A FORCED LNDG WAS EXECUTED TO A FIELD NORTHWEST OF MOUND CITY, MISSOURI. THE PIC STATED HE HAD KNOWLEDGE OF THE POTENTIAL OF ENCOUNTERING DETERIORATING WX BUT PRESSED ON KNOWING HIS DEST WAS ONLY 20 MINUTES AWAY.

Brief of Accident (Continued)

File No. - 745

3/06/88

MOUND CITY, MO

A/C Reg. No. N7703J

Time (Lc1) - 0500 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER EVALUATION - POOR - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION

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

-----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. - 700 3/15/88 SULLIVAN, MO A/C Reg. No. N1986L Time (Lc1) - 1745 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4J	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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	OLATHE, KS	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SULLIVAN
Wind Dir/Speed- 300/015 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2100/ 45
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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 94
SE LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 84
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PIC ARRIVED AT HIS DESTINATION, DURING A PERSONAL CROSS COUNTRY FLIGHT, HE CIRCLED THE UNFAMILIAR ARPT THREE TIMES, OBSERVING TREES ON BOTH ENDS, AND A CROSSWIND OF ABOUT 60 DEGREES TO THE ACTIVE RUNWAY. AFTER LANDING, AND DURING THE LDG ROLL OUT, HE FELT HE WOULD BE UNABLE TO STOP BEFORE RUNNING OFF THE RUNWAY. HE ELECTED TO TURN TO THE RIGHT, ON THE SOFT SHOULDER, INSTEAD OF GOING STRAIGHT AHEAD INTO THE TREES AND FENCE. WHEN LEAVING THE HARD SURFACE RWY, THE LEFT GEAR STRUCK THE SOFT SURFACE, BROKE OFF, STRIKING THE WING, FLAP, THEN THE FUSELAGE NEAR THE HORIZONTAL STABILATOR. THE PROPELLER AND THE WING TIP THEN STRUCK THE TERRAIN.

Brief of Accident (Continued)

File No. - 700

3/15/88

SULLIVAN,MO

A/C Reg. No. N1986L

Time (Lc1) - 1745 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
6. LANDING GEAR,MAIN GEAR - OVERLOAD
7. LANDING GEAR,MAIN GEAR - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 752 3/24/88 SPRINGFIELD, MO A/C Reg. No. N72PF Time (Lcl) - 1250 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL OBSERVATION	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Pass	0	0	0	0
Accident Occurred During	-TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 172G	Eng Make/Model - CONTINENTAL O-300	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 - 145 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL, LMTD BY FCSTR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/029 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 2700 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SPRINGFIELD</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 7003/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 680
SE LAND, ME LAND	Months Since - 1	Make/Model- 294
	Aircraft Type - UNK/NR	Instrument- 126
		Multi-Eng - 78
		Last 24 Hrs - 13
		Last 30 Days- UNK/NR
		Last 90 Days- 164

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHILE TAXIING FOR TAKEOFF A WIND GUST CAUGHT THE WING OF THE AIRCRAFT RESULTING IN LOSS OF AIRCRAFT CONTROL. AIRCRAFT MOVED NOSE DOWN AND THE PROPELLER AND THE RIGHT WING CONTACTED THE RUNWAY. WINDS AT THE TIME OF THE ACCIDENT WERE 180 DEGREES AT 29 KNOTS WITH GUSTS TO 41 KNOTS.

Brief of Accident (Continued)

File No. - 752

3/24/88

SPRINGFIELD, MO

A/C Reg. No. N72PF

Time (Lc1) - 1250 CST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 743 4/01/88 SPRINGFIELD,MO A/C Reg. No. N119AE Time (Lc1) - 0445 CST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AIR EVAC INC.	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	3
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0
Accident Occurred During	-DESCENT				0	None	0

-----Aircraft Information-----

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C30P	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 435 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SPRINGFIELD,MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 100/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 1951
	Months Since - 5	Make/Model- 149
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 107
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 65
		Rotorcraft - 1951

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE ENROUTE TO A VEHICLE ACCIDENT THE PILOT ENCOUNTERED INSTRUMENT FLIGHT CONDITIONS. AS A RESULT OF FLYING INTO FOG AND TURNING ON HIS NIGHT SCANNER LIGHT, THE PILOT EXPERIENCED SPATIAL DISORIENTATION AND FAILED TO MAINTAIN AIRCRAFT CONTROL. THE PILOT ELECTED TO EXECUTE A PRECAUTIONARY LANDING AND IMPACTED A LARGE ROW OF HAY BALES. THE PILOT RECEIVED A WEATHER BRIEFING PRIOR TO TAKEOFF. WEATHER IN THE AREA WAS FORCAST TO BE MARGINAL VFR WITH PERIODS OF INSTRUMENT FLIGHT CONDITIONS. LOCAL WEATHER WAS ADDRESSED BY A SIGMET (NO. 23C) AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 743

4/01/88

SPRINGFIELD,MO

A/C Reg. No. N119AE

Time (Lcl) - 0445 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND
 4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
 6. EMERGENCY LIGHTS - IMPROPER USE OF - PILOT IN COMMAND
 7. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 8. SPATIAL DISORIENTATION - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 749 4/05/88 SPRINGFIELD,MO A/C Reg. No. N62551 Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING TIO-540-C1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	ROLLA,MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SPRINGFIELD,MO	SPRINGFIELD DTWN
Wind Dir/Speed- 200/013 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 35
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1166
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- 100
		Last 90 Days- 50
		Multi-Eng - 971

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO LAND ON A NARROW RUNWAY, WITH APPROACHING THUNDERSTORMS WITHIN 4 MILES OF THE AIRPORT, DIRECTIONAL CONTROL WAS LOST BY THE PLT DURING THE ROLLOUT. PLT STATED A SUDDEN CHANGE IN SURFACE WIND DIRECTION MADE IT IMPOSSIBLE FOR HIM TO MAINTAIN DIRECTIONAL CONTROL, AND THE AIRCRAFT VEERED OFF THE RUNWAY ONTO THE SOFT, MUDDY SHOULDER. THE NOSE GEAR COLLAPSED AND BOTH PROPELLERS WERE DAMAGED.

Brief of Accident (Continued)

File No. - 749

4/05/88

SPRINGFIELD,MO

A/C Reg. No. N62551

Time (Lcl) - 1645 CDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
 7. LANDING GEAR,NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 731 4/16/88 BELTON,MO A/C Reg. No. N40178 Time (Lcl) - 1500 CDT

-----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 - STINSON 108-1	Eng Make/Model - FRANKLIN 6A4-150-B3	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VILLNAVE
Wind Dir/Speed- 140/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 659
SE LAND	Months Since - 1	Make/Model- 9
	Aircraft Type - UNK/NR	Instrument- 90
		Multi-Eng - 48
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 12
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING TOUCH AND GO LANDINGS, PIC SAID THE ENGINE QUIT SHORTLY AFTER TAKEOFF. AN EMERGENCY LDG WAS MADE IN A NEARBY FIELD, AND DURING THE ROLL OUT, THE ACFT STRUCK A TERRACE AND NOSED OVER. POST FLIGHT INSPECTION REVEALED ACFT FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 731

4/16/88

BELTON,MO

A/C Reg. No. N40178

Time (Lc1) - 1500 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 727 4/28/88 PERRYVILLE, MO A/C Reg. No. N385 Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH F17D
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - JACOBS R-755
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
PERRYVILLE, MO
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

PERRYVILLE
Runway Ident - 10
Runway Lth/Wid - 5500/ 100
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 59
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)

Total	- 3250	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING PHASE OF OPERATION, THE PROPELLER STRUCK THE RUNWAY SEVERAL TIMES PRIOR TO THE ACFT MAKING A GEAR UP LDG. AFTER THE ACFT CAME TO A STOP, A POST FLIGHT FIRE ERUPTED DESTROYING THE ACFT. EVIDENCE OF GEAR UP LANDING WAS CONFIRMED AFTER POST FLIGHT INSPECTION OF THE DAMAGE INCURRED TO THE GEAR DOORS AND LANDING GEAR ASSEMBLY.

Brief of Accident (Continued)

File No. - 727

4/28/88

PERRYVILLE, MO

A/C Reg. No. N385

Time (Lc1) - 1945 CDT

Occurrence #1 GEAR NOT EXTENDED

Phase of Operation LANDING

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 726 4/28/88 DEXTER, MO

A/C Reg. No. N25038

Time (Lcl) - 2200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	2
NONE	Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 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

Wx Briefing - FSS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

MALDEN, MO

Destination

PADUCAH, KY

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 19

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	787	Last 24 Hrs	-	7
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Make/Model-	450	Last 30 Days-	UNK/NR
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Instrument-	81	Last 90 Days-	306
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Multi-Eng -	47	Rotorcraft -	UNK/NR
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, DURING AN INSTRUCTIONAL NIGHT CROSS COUNTRY TRAINING FLT, THE CFI SAID HE BEGAN TO LOSE ENGINE RPM. HE MADE A 180 DEGREE TURN TO RETURN TO THE DEPARTURE APT, WHEN HE HAD A COMPLETE POWER FAILURE. AN EMERGENCY LDG WAS MADE ON A FRESHLY PLOWED FIELD, AND THE AIRCRAFT NOSED OVER. POST FLIGHT EXAMINATION REVEALED NO MECHANICAL NOR FUEL SUPPLY FAILURES. CONDITIONS WERE CONDUCIVE FOR CARBURETOR ICING ACCORDING TO THE ICING PROBABILITY CHARTS. THE PILOT REPORTED THAT AT THE TIME NOTHING COULD BE DONE TO PREVENT THE POWER FAILURE.

Brief of Accident (Continued)

File No. - 726

4/28/88

DEXTER,MO

A/C Reg. No. N25038

Time (Lc1) - 2200 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT SELECTED - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY
3. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 NOSE OVER
Phase of Operation LANDING

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 741 5/01/88 ROLLA, MO A/C Reg. No. N9161C Time (Lcl) - 1145 CDT

-----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	1	1	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470K	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	POINT LOOKOUT, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ROLLA
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3020/ 40
Lowest Sky/Clouds - 4000 FT THIN OVC	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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 929
SE LAND, SE SEA	Months Since - 1	Make/Model- 86
	Aircraft Type - UNK/NR	Instrument- 22
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PILOT APPROACHED THE ROLLA, MISSOURI AIRPORT HE STATED THAT HE SWITCHED THE FUEL TANK SELECTOR FROM THE RIGHT TANK TO BOTH TANKS IN PREPARATION FOR LANDING. THE PILOT STATED THAT HE DID NOT KNOW WHICH DIRECTION HE MOVED THE FUEL SELECTOR VALVE. ENGINE LOST POWER AND WOULD NOT RESPOND TO THROTTLE MOVEMENT. PILOT EXECUTED A FORCED LANDING BUT DID NOT HAVE ADEQUATE ALTITUDE TO MANEUVER TO THE RUNWAY. THE AIRCRAFT IMPACTED APPROXIMATELY 150 YARDS SHORT OF THE RUNWAY. THE FUEL SELECTOR WAS FOUND IN THE OFF POSITION. THE AIRCRAFT ENGINE WAS EXAMINED AND RUN IN A TEST CELL. ALL ENGINE PARAMETERS WERE WITHIN NORMAL LIMITS.

Brief of Accident (Continued)

File No. - 741

5/01/88

ROLLA,MO

A/C Reg. No. N9161C

Time (Lc1) - 1145 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM - STARVATION
 2. FUEL TANK SELECTOR POSITION - NOT IDENTIFIED - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - GROUND
-

-----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. - 724 5/02/88 CREVE COEUR,MO A/C Reg. No. N263Q Time (Lcl) - 1228 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 -DESCENT			0	0	1	0
			0	0	0	0

-----Aircraft Information-----

Make/Model - HYDE QUICKEE	Eng Make/Model - ONAN B48M-GA018	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 520	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 22 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CREVE COEUR,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CREVE COEUR
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200 -UNK/NR
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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 2475
SE LAND,ME LAND	Months Since - 33	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 0
		Last 30 Days- UNK/NR
		Instrument- 100
		Last 90 Days- UNK/NR
		Multi-Eng - 110
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT, FLYING THE UNFAMILIAR HOMEBUILT CANARD TYPE ACFT FOR THE FIRST TIME, SAID SHORTLY AFTER TAKEOFF THE ACFT BEGAN TO BUFFET AND SINK. THE ACFT THEN ENTERED A STEEP BANK AND CONTINUED SINKING UNTIL IT STRUCK THE TERRAIN. CORRECTIVE ATTEMPTS BY THE PLT TO REGAIN CONTROL WERE UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 724

5/02/88

CREVE COEUR, MO

A/C Reg. No. N263Q

Time (Lc1) - 1228 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT HANDLING - NOT UNDERSTOOD - PILOT IN COMMAND
2. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 747 5/20/88 CASSVILLE, MO

A/C Reg. No. N2585V

Time (Lcl) - 2135 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
		Crew			
		Pass			

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Fatal Serious Minor None
NONE Pass 0 0 0 1
 0 0 2 0

-----Aircraft Information-----

Make/Model - CESSNA 170
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 110/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PINEBLUFF, AR
Destination
BOLIVAR, MO

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 - GRASS/TURF
Runway Status - DRY
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 950 Last 24 Hrs - 3
Make/Model- 7 Last 30 Days- 3
Instrument- 45 Last 90 Days- 3
Multi-Eng - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC DPTD TEXAS ENR TO BOLIVAR, MO WITH A STOP FOR FUEL IN PINEBLUFF, ARK WITH TWO REVENUE PAX'S ABOARD. THE PIC STATED THAT THE PAX WOULD TRY TO LOCATE THE ARPT BY VISUALLY IDENTIFYING THE LIGHTS OF THE CITY. THE PIC STATED THEY WANDERED TO SEVERAL DIFFERENT AREAS LOOKING FOR THE RIGHT LIGHTS. THE PIC FURTHER STATED THAT FUEL WAS LOW AND HE WOULD LAND AT AN ARPT SPOTTED EARLIER. DURING THE CIRCLING DESCENT OVER THE ARPT, THE PIC STATED THE ENG QUIT AND AN OFF ARPT FORCED LNDG WAS MADE. CARB ICING COND'S WERE PREVELANT AND THE PIC DID NOT USE CARB HEAT DURING THE PWR OFF DESCENT. NO MECH PBLM WAS DISCOVERED DURING THE POST-CRASH INSP. THE FUEL SUPPLY WAS SUFFICIENT TO PROVIDE PWR TO THE ENG.

Brief of Accident (Continued)

File No. - 747

5/20/88

CASSVILLE, MO

A/C Reg. No. N2585V

Time (Lc1) - 2135 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 3. CARBURETOR HEAT - NOT SELECTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
 5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 630

7/03/88

RULEVILLE, MS

A/C Reg. No. N903B

Time (Lcl) - 2015 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire
NONE

Crew
Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BELL 47D1

Eng Make/Model - FRANKLIN 6V-335-B

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2200

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 200 HP

-----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 - 7.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 39

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - BH-47

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 11442 Last 24 Hrs - 8

Make/Model- 163 Last 30 Days- 188

Instrument- 10 Last 90 Days- 472

Multi-Eng - 0 Rotorcraft - 163

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLT WHILE SPRAYING CHEMICALS THE PLT REPORTED THAT THE ENGINE QUIT. THE PILOT ATTEMPTED AN AUTOROTATION BUT WAS TOO LOW AND SLOW TO COMPLETE IT. THE AIRCRAFT LANDED HARD IN THE FIELD OF CROPS AND NOSED OVER. EXAMINATION OF THE ENGINE AFTER THE ACCIDENT DID NOT REVEAL ANY REASON FOR THE POWER LOSS.

Brief of Accident (Continued)

File No. - 630

7/03/88

RULEVILLE, MS

A/C Reg. No. N903B

Time (Lcl) - 2015 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. POWERPLANT - UNDETERMINED

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. AUTOROTATION - NOT POSSIBLE -
3. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 720 7/06/88 STRINGER,MS A/C Reg. No. 4351Y Time (Lcl) - 0805 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -FERRY	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-25-235C	Eng Make/Model - LYCOMING O-540-B2B5	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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	OXFORD,MS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LAUREL,MS	Runway Ident - N/A
Wind Dir/Speed- 090/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - YES	Total - 499
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-23	Make/Model- 75
		Last 30 Days- 34
		Instrument- 43
		Last 90 Days- 75
		Multi-Eng - 82

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT WHILE ON A FERRY FLIGHT DURING NORMAL CRUISE AT AN ALT OF APRX 2000 FT, THE ENG QUIT DUE TO FUEL EXHAUSTION. DURING THE FORCED LANDING THE ACFT COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 720

7/06/88

STRINGER,MS

A/C Reg. No. 4351Y

Time (Lcl) - 0805 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 634 7/18/88 LAMBERT, MS A/C Reg. No. N8806Q Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage				
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - AERO COMMANDER S2R	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 7000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AG STRIP
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 75
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 10000 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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6666
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 8
	Aircraft Type - C-152	Make/Model- 229
		Instrument- 59
		Multi-Eng - 88
		Last 30 Days- 112
		Last 90 Days- 209

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THERE WERE TSTRMS IN THE AREA WHEN HE ATTEMPTED TO TAKEOFF ON AN AERIAL APPLICATION FLT. HE BEGAN HIS TAKEOFF ROLL FROM THE DUSTER STRIP & A STRONG WIND GUST FROM THE APPROACHING TSTRM BLEW THE TAIL AROUND. THE ACFT CAME TO REST ON ITS BELLY IN AN ADJACENT SOYBEAN FIELD. THE PLT STATED THE ACFT HAD BEEN OPERATING OK.

Brief of Accident (Continued)

File No. - 634

7/18/88

LAMBERT,MS

A/C Reg. No. N8806Q

Time (Lc1) - 1930 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - CROSSWIND
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 757 8/01/88 GREENVILLE, MS A/C Reg. No. N1948W Time (Lcl) - 2230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	1
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - BEECH B19	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	DECATUR, IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 140/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - UNK/NR
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9940
SE LAND, ME LAND	Months Since - 7	Last 24 Hrs - 9
	Aircraft Type - B19	Make/Model- 277
		Instrument- 895
		Last 30 Days- 30
		Last 90 Days- 43
		Multi-Eng - 4703

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT WHILE ON SHORT FINAL DURING A PERSONAL FLT, THE ENG QUIT DUE TO FUEL EXHAUSTION. DURING THE FORCED LANDING THE ACFT COLLIDED WITH A LEVEE, SMALL TREES, THEN THE TERRAIN.

Brief of Accident (Continued)

File No. - 757

8/01/88

GREENVILLE,MS

A/C Reg. No. N1948W

Time (Lc1) - 2230 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
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) 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. - 755 8/04/88 GLEN ALLEN,MS A/C Reg. No. N3659G Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -AERIAL APPLICATION	Fire	0	0	1
Flight Conducted Under -14 CFR 137	NONE	0	0	0
Accident Occurred During -LANDING				0

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-301	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 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 - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6500
SE LAND	Months Since - 16	Make/Model- 525
	Aircraft Type - C-182	Instrument- 18
		Last 24 Hrs - 8
		Last 30 Days- 200
		Last 90 Days- 450

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO FAA PERSONNEL WHILE RETURNING TO LAND DURING AN AERIAL APPLICATION FLT, THE ENG QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS DAMAGED DRG THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 755

8/04/88

GLEN ALLEN,MS

A/C Reg. No. N3659G

Time (Lcl) - 1130 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 754 8/19/88 SHELBY, MS A/C Reg. No. N73089 Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- AIR TRACTOR AT-301A	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 220/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- NONE
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		Runway Surface
Precipitation	- NONE		- GRASS/TURF
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

-----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	Current - YES	Total - 5000	Last 24 Hrs - 10
SE LAND	Months Since - 6	Make/Model- 2000	Last 30 Days- 100
	Aircraft Type - C-172	Instrument- 0	Last 90 Days- 250

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON AN AERIAL APPLICATION FLT DURING THE GROUND ROLL TO TAKEOFF, THE FORWARDMOST OF TWO MAIN GEAR CLAMP BLOCK BOLTS OF THE RT MAIN LANDING GEAR FAILED. THE GEAR TRAILED AFT. THE INBOARD MAIN GEAR LARGE BOLT FAILED. THE ACFT TRAVELLED OFF THE RWY INTO A SOY BEAN FIELD AND NOSED OVER. EXAMINATION OF THE BOLTS REVEALED NO EVIDENCE OF PRE-EXISTING FAILURE. ACCORDING TO THE ACFT MAINTENANCE MANUAL BOTH THE FAILED BOLTS SHOULD BE REPLACED AT A MAXIMUM OF 600 HRS & A MINIMUM OF 300 HRS, DEPENDING ON THE GENERAL LANDING FIELD CONDITIONS. ACCORDING TO THE OPERATOR OF THE ACFT, BOTH BOLTS HAD ACCUMULATED APRX 670 HRS SINCE REPLACEMENT.

Brief of Accident (Continued)

File No. - 754

8/19/88

SHELBY, MS

A/C Reg. No. N73089

Time (Lc1) - 1030 CDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
 2. MAINTENANCE, REPLACEMENT - NOT PERFORMED - COMPANY/OPERATOR MGMT
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 709 2/03/88 HELENA, MT A/C Reg. No. N517S Time (Lcl) - 2000 MST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-MINUTEMAN AVIATION	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	2	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	1	0	0	0
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- CESSNA 421A	Eng Make/Model	- CONTINENTAL GTS10-520-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6840	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 375 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MISSOULA, MT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	HELENA, MT	HELENA REGIONAL
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Ident - 27
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - ILS-COMPLETE	Runway Status - SNOW - DRY
Obstructions to Vision - BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4900	Last 24 Hrs - 4
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 2	Make/Model - 119	Last 30 Days - 35
	Aircraft Type - C-210	Instrument - 277	Last 90 Days - 35
		Multi-Eng - 1223	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS ACCIDENT OCCURRED DURING A NIGHT, ILS APP TO RWY 27 IN IMC. THE ACFT COLLIDED WITH A MOUNTAIN 12 NM ESE OF THE ARPT WHILE TURNING INBOUND TO INTERCEPT THE LOC COURSE. INVESTIGATION REVEALED THAT ONE VOR RECEIVER WAS SET ON THE DESTINATION ILS FREQ, THE SECOND VOR WAS SET ON AN EN ROUTE VOR 51 NM WEST OF THE DESTINATION ARPT, AND THE DME RADIO, A SEPARATE TRANSCIEVER, WAS SET ON THE DESTINATION DME TRANSMITTER. THE FREQS OF THE EN ROUTE VOR AND THE DESTINATION VOR WERE 117.1 AND 117.7, RESPECTIVELY. THE OUTBOUND COURSE FOR THE ILS APP PROCEDURE WAS 088 DEG AND THE ACFT SITE WAS LOCATED ON THE 088 RADIAL OF THE EN ROUTE VOR. INVESTIGATION ALSO REVEALED THAT THE PIC WAS OCCUPYING THE RT FRONT SEAT AND AN EXPERIENCED PLT WHO WAS NOT CURRENT IN THIS AIRCRAFT WAS OCCUPYING THE LEFT SEAT. THE SECOND VOR RECEIVER CONTROL HEAD WAS LOCATED IN THE LOWER RIGHT PORTION OF THE INST PANEL, IN A LOCATION WHERE THE SELECTED FREQ WAS DIFFICULT TO READ.

Brief of Accident (Continued)

File No. - 709

2/03/88

HELENA, MT

A/C Reg. No. N517S

Time (Lc1) - 2000 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. LIGHT CONDITION - DARK NIGHT
 3. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 4. NAVIGATION RECEIVER - 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) 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. - 652 7/12/88 FORT PECK, MT A/C Reg. No. N7940Z Time (Lcl) - 1130 MDT

-----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 - CESSNA 150C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 6700	Last 24 Hrs	- UNK/NR
Make/Model-	2100	Last 30 Days-	20
Instrument-	0	Last 90 Days-	50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A TAKEOFF FROM A MUDDY, DIRT, ROAD. HE SAID THAT AFTER HE BECAME AIRBORNE HE PUT HIS AIRCRAFT INTO A SHARP TURN IN ORDER TO AVOID SOME POWER LINES. ALTHOUGH HE WAS SUCCESSFUL IN AVOIDING THE POWER LINES, HE INADVERTENTLY STALLED THE AIRCRAFT AND WAS UNABLE TO RECOVER BEFORE IMPACT WITH THE GROUND. HE FURTHER STATED THAT THERE WAS NOTHING WRONG WITH HIS AIRCRAFT.

Brief of Accident (Continued)

File No. - 652

7/12/88

FORT PECK, MT

A/C Reg. No. N7940Z

Time (Lcl) - 1130 MDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - SOFT
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 604 3/05/88 LINCOLNTON, NC A/C Reg. No. N4329C Time (Lcl) - 1150 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	2	0
Flight Conducted Under	-14 CFR 91	NONE	0	0	1	0
Accident Occurred During	-MANEUVERING					

-----Aircraft Information-----

Make/Model	- CESSNA 340A	Eng Make/Model	- CONTINENTAL TS10-520N	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5990	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 050/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 1500 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 LINCOLNTON, NC</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 - PRECAUTIONARY LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data LINCOLN CO.</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 4800/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 4066
SE LAND, ME LAND	Months Since - 2	Make/Model - 240
	Aircraft Type - C-340A	Instrument - 398
		Multi-Eng - 2567
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER LIFT OFF FOR A LCL FLT, THE PLT-IN-CMD, WHO WAS IN THE RIGHT SEAT, NOTED THE FRONT EDGE OF THE NOSE BAGGAGE COMPT TO "POP OPEN". HE ASSUMED CONTROL OF THE ACFT AND ATTEMPTED TO "TEAR DROP" A RETURN TO THE OPPOSITE RUNWAY. DURING THE MANEUVER, THE BAGGAGE DOOR OPENED COMPLETELY AND THE PLT DID NOT ATTAIN ALIGNMENT WITH THE RWY. HE BANKED TO THE LEFT AND IN HIS WORDS "THE AIRPLANE QUIT FLYING". THE ACFT COLLIDED WITH THE ARPT SURFACE TO THE LEFT OF THE RUNWAY AND CAME TO A STOP.

Brief of Accident (Continued)

File No. - 604

3/05/88

LINCOLN, NC

A/C Reg. No. N4329C

Time (Lcl) - 1150 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR - OPEN
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
4. MANEUVER - IMPROPER - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 678 3/11/88 SYLVA, NC

A/C Reg. No. N1258Q

Time (Lcl) - 1637 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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 - 37

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 292	Last 24 Hrs	- UNK/NR
Make/Model-	90	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS CONDUCTING A LOCAL PLEASURE FLIGHT WHEN THE AIRPLANE WAS SEEN IN THE BOXED CANYON MANEUVERING.
THE WITNESS SAID THAT THE PILOT WAS GETTING LOWER ON EACH PASS, UNTIL THE AIRPLANE WAS ABOUT 300 FEET ABOVE THE
GROUND WHEN THE AIRPLANE WENT INTO A WING OVER AND SUBSEQUENT SPIN.

Brief of Accident (Continued)

File No. - 678

3/11/88

SYLVA, NC

A/C Reg. No. N1258Q

Time (Lc1) - 1637 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 618 4/09/88 FAYETTEVILLE, NC A/C Reg. No. N66L Time (Lc1) - 1753 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-DESCENT		Pass 1	1	0	0

-----Aircraft Information-----

Make/Model	- BEECH C50	Eng Make/Model	- LYCOMING G0-480-F1A6	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 275 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- 340/006 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point LUMBERTON, NC</p> <p>Destination WRIGHTSTOWN, NJ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data GRAINESS</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 7500/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 45</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - PA-23</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 775</p> <p>Make/Model- 29</p> <p>Instrument- 0</p> <p>Multi-Eng - 133</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 39</p> <p>Last 90 Days- 57</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED A FUEL PUMP PROBLEM TO FAYETTEVILLE TOWER AND REQUESTED LANDING. THE PILOT WAS CLEARED TO LAND ON RUNWAY 04. THE CONTROLLER NOTICED THAT THE PILOT HAD NOT LOWERED THE LANDING GEAR. THE PILOT WAS QUESTIONED CONCERNING THE GEAR. INSTEAD OF CONTINUING THE APPROACH THE PILOT TURNED WEST AND WAS OBSERVED CIRCLING, THEN FALLING BELOW THE TREE LINE. THE WRECKAGE SITE EXAMINATION DISCLOSED THAT THE AIRPLANE CRASHED IN NOSE LOW ATTITUDE ALONG A TREE LINE SOUTH OF AN OPEN FIELD. THE EXAMINATION ALSO DISCLOSED THAT THE FUEL PUMPS ON THE LEFT ENGINE HAD FAILED. THE ENGINE DRIVEN PUMP HAD A SHAFT FAILURE. THE BOOST PUMP HAD AN INTERNAL SHORT. THE LEFT PROPELLER WAS IN THE FEATHER POSITION. THE OPEN FIELD HAD AMPLE SPACE FOR AN EMERGENCY LANDING. THE RIGHT ENGINE WAS STILL CAPABLE OF OPERATION.

Brief of Accident (Continued)

File No. - 618

4/09/88

FAYETTEVILLE, NC

A/C Reg. No. N66L

Time (Lc1) - 1753 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM, PUMP - WORN
2. FUEL SYSTEM, ELECTRIC BOOST PUMP - SHORTED
3. FLUID, FUEL - STARVATION
4. PROPELLER FEATHERING - PERFORMED -

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. DIVERTED ATTENTION - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,8

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 640 6/30/88 GREENSBORO, NC A/C Reg. No. N5335R Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	4
Accident Occurred During	-CLIMB		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH K35	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	- 2950	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/004 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 1000 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ATLANTA, GA</p> <p>Destination WILMINGTON, DE</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data GREENSBORO</p> <p>Runway Ident - 05</p> <p>Runway Lth/Wid - 10000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-130</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 18000</p> <p>Make/Model- 1000</p> <p>Instrument- 2000</p> <p>Multi-Eng - 10000</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 35</p> <p>Last 90 Days- 100</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT WAS CLIMBING TO 11,000 FEET WITH AN INSTRUMENT FLIGHT CLEARANCE WHEN A PROPELLER BLADE SEPARATED FROM THE HUB. THE BLADE WAS SUBSEQUENTLY RECOVERED FROM THE YARD OF A LOCAL RESIDENT. THE FRACTURE EXAMINATION DISCLOSED THAT THE CRACKING ORIGINATED IN THE THREADED PORTION OF HUB. THE FAILURE RESULTED FROM FATIGUE CRACKING THROUGH ABOUT 60% OF THE SHANK'S DIAMETER. THE PILOT LANDED THE AIRCRAFT ON THE RUNWAY AFTER GLIDING FROM ABOUT 9,000 FEET WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 640

6/30/88

GREENSBORO, NC

A/C Reg. No. N5335R

Time (Lcl) - 1500 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 702 2/11/88 KIMBALL, NE A/C Reg. No. N12600 Time (Lcl) - 1245 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 5000 FT BROKEN</p> <p>Obstructions to Vision- NONE,</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point HOLYOKE, CO</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 - GO AROUND</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data KIMBALL</p> <p>Runway Ident - 11</p> <p>Runway Lth/Wid - 3700/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----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 - 270
SE LAND	Months Since - 24	Make/Model- 233
	Aircraft Type - UNK/NR	Instrument- 27
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT HE WAS USING OUTDATED CHARTS FOR HIS DESTINATION APT. HE FAILED TO NOTICE A NEW RUNWAY. HE ALSO FAILED TO NOTICE THE YELLOW X'S, SIGNIFYING CLOSURE OF THE OLD RUNWAY. IT WAS ALMOST PARALLEL TO THE RUNWAY, WITHIN TEN DEGREES OF HEADING. LDG ON THE CLOSED RUNWAY, AND ROLLING OUT, HE NOTICED A 2 TO 3 FOOT SNOW BANK ACROSS HIS PATH. HE ADDED POWER AND FLEW OVER THE OBSTACLE AND RELANDED ON THE OTHER SIDE. HE SAID HE FELT HE COULD NOT STOP IN THE REMAINING DISTANCE, AND ELECTED TO ABORT THE LANDING AND GO AROUND. HE WAS UNABLE TO CLEAR THE FENCE ON THE BOUNDARY AND THE NOSE GEAR CAUGHT THE WIRES. THE AIRCRAFT FLIPPED OVER AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 702

2/11/88

KIMBALL,NE

A/C Reg. No. N12600

Time (Lcl) - 1245 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. ABORTED LANDING - DELAYED - PILOT IN COMMAND
4. OBJECT - FENCE

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 730 4/16/88 RED CLOUD, NE A/C Reg. No. N7071Z Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-25	Eng Make/Model - LYCOMING O-540-B2B5	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	LOCAL	RED CLOUD
Wind Dir/Speed- 150/015 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 244
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1
		Instrument- 7
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A FIRST TIME FAMILIARIZATION FLT, THE PILOT RETURNED TO THE BASE FIELD FOR LDG. DURING THE LANDING ATTEMPT, THE AIRCRAFT BOUNCED, AND ON RECOVERY, THE PILOT PITCHED THE NOSE UP TOO HIGH. THE AIRCRAFT STALLED AND THEN STRUCK THE RUNWAY DAMAGING THE LANDING GEAR, PROPELLER, SPRAY PUMP AND UPPER LONGERONS.

Brief of Accident (Continued)

File No. - 730

4/16/88

RED CLOUD, NE

A/C Reg. No. N7071Z

Time (Lc1) - 1730 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 2. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 756 7/18/88 EGG HARBOR TWSP,NJ A/C Reg. No. N86628 Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		DESTROYED					
Type of Operation	-BANNER TOW	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	1	Serious	Minor	None
Accident Occurred During	-DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model	- BELLANCA 7KCAB	Eng Make/Model	- LYCOMING IO-320-E2B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		NORDHEIM FLYING "K" ARPK	
Wind Dir/Speed	- 120/010 KTS	ATC/Airspace		Runway Ident	- 30
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 1800/ 160
Lowest Sky/Clouds	- 25000 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 - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1013	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 1	Make/Model - UNK/NR	Last 30 Days - 34
	Aircraft Type - PA-44	Instrument - 62	Last 90 Days - 123
		Multi-Eng - 185	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BELLANCA WAS MANEUVERING AND HAD HOOKED UP WITH A BANNER, WHEN CONTROL WAS LOST AND IT IMPACTED THE GROUND. WITNESSES SAID THE AIRCRAFT WAS AT FULL POWER WHEN IT WENT INTO A NOSE HIGH ATTITUDE AND STALLED TO THE RIGHT. AFTER IMPACT WITH THE GROUND THE AIRCRAFT BURST INTO FLAMES. WITNESSES STATED THAT THE AIRCRAFT SEEMED TO BE SLOWER THAN USUAL AS THE BANNER WAS PICKED UP. THE OPERATOR REPORTED THAT THE BANNER WAS AT THE MAXIMUM WEIGHT/LENGTH FOR THIS OPERATION.

Brief of Accident (Continued)

File No. - 756

7/18/88

EGG HARBOR TWSP,NJ

A/C Reg. No. N86628

Time (Lc1) - 1330 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. TOWING/ADVERTISING EQUIPMENT - ENGAGED
 2. AIRSPEED - IMPROPER - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
 5. LOAD JETTISON - NOT 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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 605 5/14/88 SUTCLIFFE, NV A/C Reg. No. N57415 Time (Lcl) - 1145 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire
ON GROUND

Fatal

1

Crew
Pass

0

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model - BELLANCA 7GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
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- 130/004 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RENO, NV
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 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 - 375
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 OBSERVED TO EXECUTE SEVERAL LOW PASSES OVER WITNESSES ALONG THE SHORELINE OF A LAKE. DURING ONE OF THE PASSES AND WHILE TRACKING NORTHWEST, THE PILOT DROPPED A PACKAGE OF LIFE PRESERVERS FROM AN ESTIMATED ALTITUDE OF 75 FEET AGL AND WHILE FLYING AT APPROXIMATELY 50-60 MPH. IMMEDIATELY THEREAFTER THE PILOT EXECUTED A LEFT TURN. DURING THE TURN THE AIRCRAFT STALLED AND DESCENT TO GROUND IMPACT FOLLOWED. THE WITNESS REPORTED WINDS OF 7-10 MPH OUT OF THE WEST AT THE TIME OF THE ACCIDENT AND LOCAL LAW ENFORCEMENT PERSONNEL REPORTED NORTHERLY WINDS AT 15-20 MPH AND GUSTING. THE DENSITY ALTITUDE WAS CALCULATED TO BE APPROXIMATELY 5500 FEET MSL. THE PILOT'S FLT TIME WAS OBTAINED FROM HIS FAA MEDICAL RECORDS.

Brief of Accident (Continued)

File No. - 605

5/14/88

SUTCLIFFE, NV

A/C Reg. No. N57415

Time (Lc1) - 1145 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. MANEUVER - ATTEMPTED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 689

3/04/88

CLEVELAND, OH

A/C Reg. No. N198CD

Time (Lcl) - 2019 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-C485
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 200/004 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

SAME AS ACC/INC

Destination -

COLUMBUS, OH

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CUYAHOGA COUNTY

Runway Ident - 05

Runway Lth/Wid - 5101/ 100

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1045 Last 24 Hrs - 1

Make/Model- 42 Last 30 Days- 12

Instrument- 158 Last 90 Days- 42

Multi-Eng - 42 Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPTD THAT BOTH ENGINES BEGAN TO SURGE SHORTLY AFTER T/O DURING CLIMB. THE ENGINES SUBSEQUENTLY LOST PWR COMPLETELY, AND THE PLT MADE A FORCED LDG IN TREES. POST-CRASH EXAM REVEALED THAT THE FUEL SELECTORS WERE IN THE INBD TANK POSITIONS. THE LT INBD TANK WAS FOUND TO BE EMPTY W/NO EVIDENCE OF LEAKAGE PRESENT. THE RT INBD TANK WAS DESTROYED. THE LT OTBD TANK WAS ALMOST FULL, WHILE THE DAMAGED RT OTBD TANK WAS PARTIALLY FULL. EXAM OF THE ENGINES SEVERAL DAYS LATER REVEALED ONLY TRACE AMOUNTS OF FUEL. NO EVIDENCE OF WATER CONTAMINATION WAS FOUND ANYWHERE IN THE FUEL SYSTEM. THE PLT STATED THAT HE TOOKOFF WITH THE FUEL SELECTORS ON THE OTBD TANK POSITIONS AND SWITCHED TO THE INBD POSITIONS AFTER THE ENGINES BEGAN TO SURGE. THE OAT WAS ABOUT 20 DEG F.

Brief of Accident (Continued)

File No. - 689

3/04/88

CLEVELAND, OH

A/C Reg. No. N198CD

Time (Lc1) - 2019 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 619 3/04/88 NORWALK, OH A/C Reg. No. N84118 Time (Lcl) - 0110 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	1	0
			0	0	2	0

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
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	OFF AIRPORT/STRIP
Method - TELEPHONE	CHICAGO, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CLEVELAND, OH	NORWALK HURON COUNTY
Wind Dir/Speed- 040/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 450
SE LAND	Months Since - 28	Make/Model- 450
	Aircraft Type - UNK/NR	Instrument- 23
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT HE WAS CRUISING AT 9,000 FT WHEN HE OBSERVED THE EGT GAUGE INDICATION DROPPING. THE ENGINE BEGAN TO RUN ROUGH AND HE NOTICED A FUEL ODOR IN THE CABIN. THE CARB AIR TEMP GAUGE WAS INDICATING "WELL OUT OF" THE ICING RANGE. HE SELECTED CARB HEAT, BUT THE ENGINE DID NOT RESPOND. HE THEN SHUT THE CARB HEAT OFF. THE ENGINE EVENTUALLY LOST PWR ALTOGETHER. ATC PROVIDED RADAR VECTORS TO A NEARBY ARPT BUT THE ACFT CRASHED INTO TREES ABOUT 1 MI FROM THE ARPT. POST-CRASH EXAM OF THE ACFT REVEALED NO EVIDENCE OF ANY PRE-EXISTING MECH FAILURE/MALFUNCTION. TWO SPARK PLUGS WERE REMOVED AND FOUND TO BE WET W/FUEL. DURING A SUBSEQUENT TEST-RUN, THE ENGINE DEVELOPED FULL PWR. THE PLT HAD BEEN REPEATEDLY ADVISED OF ICING CONDITIONS IN CLOUDS AND PRECIP ALONG HIS ROUTE OF FLT DURING PRE-FLT & IN-FLT WX BRIEFINGS. A FEW MINUTES BEFORE THE PWR LOSS, HE RPTD TO A FSS THAT HE WAS IN "HEAVY SNOW". HE WAS NOT IFR RATED. 16 HRS OF HIS LOGGED ACTUAL INST TIME WERE LISTED AS PIC.

Brief of Accident (Continued)

File No. - 619

3/04/88

NORWALK, OH

A/C Reg. No. N84118

Time (Lcl) - 0110 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - ICING CONDITIONS
3. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

7. INDUCTION AIR CONTROL, AIR FILTER/SCREEN - BLOCKED(TOTAL)
8. INDUCTION AIR CONTROL, ALTERNATE AIR DOOR - CLOSED

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 715 4/17/88 LOWELL, OH

A/C Reg. No. N759BJ

Time (Lc1) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/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- 230/014 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBUS, OH
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

CHECKPOINT
Runway Ident - 31
Runway Lth/Wid - 2000/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-182Q

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 205 Last 24 Hrs - 1
Make/Model- 205 Last 30 Days- UNK/NR
Instrument- 67 Last 90 Days- 17
Multi-Eng - 0 Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPTD THAT HE LANDED IN A 12-14 KT, 90 DEGREE X-WIND. THE INITIAL PORTION OF THE LDG ROLLOUT WAS SHIELDED FROM THE WIND BY A ROW OF TREES BORDERING PART OF THE UPWIND SIDE OF THE RWY. UPON REACHING A CLEARING IN THE TREES, THE AIRPLANE WAS EXPOSED TO THE WIND AND FLIPPED OVER. ACCORDING TO THE CESSNA 182Q POH, THE MAX DEMONSTATED X-WIND VELOCITY FOR THE AIRPLANE DURING LDG IS 15 KTS.

Brief of Accident (Continued)

File No. - 715

4/17/88

LOWELL, OH

A/C Reg. No. N759BJ

Time (Lcl) - 1030 EDT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
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. - 656 5/27/88 AVON, OH A/C Reg. No. N8563K Time (Lcl) - 1030 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 -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - STINSON 108-2	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2230	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - UNK/NR Method - ACFT RADIO Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 250/008 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 7000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination COLUMBIA STAT,OH 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 - GRASS/TURF Runway Status - DRY
--	--	--

-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 59 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - S-108	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 4616 Make/Model- 900 Instrument- 113 Last 24 Hrs - UNK/NR Last 30 Days- 10 Last 90 Days- 30
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON INITIAL CLIMB OUT WHEN THE ENG QUIT. THE ACFT WAS AT AN ESTIMATED ALTITUDE OF 100 FT AND OVER TREES AT THE TIME OF THE POWER LOSS. THE PLT ATTEMPTED TO RETURN TO THE AIRSTRIIP. THE ACFT LANDED HARD IN A NOSE DOWN POSITION OFF TO THE SIDE OF THE RWY. EXAMINATION OF THE ACFT REVEALED THE FUEL SELECTOR AND FUEL QUANTITY SELECTOR IN THE LEFT POSITION. THE LEFT FUEL TANK WAS EMPTY AND THE RIGHT TANK HELD OVER NINE GALLONS OF FUEL. THE FUEL SELECTOR WAS A THREE POSITION TYPE (LEFT ONLY, RIGHT ONLY, OFF).

Brief of Accident (Continued)

File No. - 656

5/27/88

AVON,OH

A/C Reg. No. N8563K

Time (Lc1) - 1030 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 6. FLARE - DELAYED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 657 6/12/88 PORT CLINTON, OH A/C Reg. No. N1527D Time (Lc1) - 1410 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 195A	Eng Make/Model - JACOBS B-755	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CLEVELAND, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORT CLINTON, OH	KELLER
Wind Dir/Speed- 270	ATC/Airspace	Runway Ident - 26
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 75
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		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 24182
SE LAND, ME LAND	Months Since - 6	Make/Model- 741
	Aircraft Type - UNK/NR	Instrument- 2168
		Multi-Eng - 13087
		Last 24 Hrs - 6
		Last 30 Days- 49
		Last 90 Days- 136

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS DEMONSTRATING TO HIS SONS A TAILWHEEL TYPE AIRPLANE. DURING THE TOUCHDOWN THE PILOT SAID HE FELT A VIBRATION WHICH CAUSED THE AIRPLANE TO VEER TO THE LEFT. HE ATTEMPTED TO CORRECT THE PROBLEM BY APPLYING RIGHT BRAKE AND RUDDER. THE AIRPLANE CONTINUED OFF THE LEFT SIDE OF THE RUNWAY INTO THE GRASS. THE RIGHT LANDING GEAR AND SPRING FAILED AT THE FUSELAGE. THE AIRFRAME EXAMINATION FAILED TO DISCLOSE ANY SYSTEM FAILURE OR MALFUNCTION. THE INITIAL MARKS ON THE RUNWAY WERE NOT CONCLUSIVE BUT IF SO, IT APPEARED THAT THE PILOT APPLIED BRAKES AT TOUCHDOWN WHICH RESULTED IN A GROUND LOOP.

Brief of Accident (Continued)

File No. - 657

6/12/88

PORT CLINTON, OH

A/C Reg. No. N1527D

Time (Lc1) - 1410 EDT

Occurrence #1 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LANDING GEAR, MAIN GEAR SPRING - OVERLOAD
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 780 7/06/88 HILLSBORO, OH A/C Reg. No. N2200E Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt. - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
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 - 58
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 846
Make/Model- 225
Instrument- UNK/NR
Multi-Eng - 15
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 7
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING A LOW PASS DOWN A PRIVATE STRIP, THE AIRCRAFT EXPERIENCED A WIRE STRIKE FOLLOWED BY AN UNCONTROLLED DESCENT INTO THE GROUND. THE PILOT STATED THAT HIS ATTENTION WAS DIVERTED BY THE OWNER OF THE STRIP.

Brief of Accident (Continued)

File No. - 780

7/06/88

HILLSBORO, OH

A/C Reg. No. N2200E

Time (Lc1) - 2030 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, STATIC
 2. PROPER ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 739 8/27/88 GUTHRIE,OK A/C Reg. No. N6588Q Time (Lcl) - 0945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0

Injuries

Serious Minor

0 0
0 0

None

2
0

-----Aircraft Information-----

Make/Model - ALON A2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 235/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EDMOND,OK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

GUTHRIE MUNICIPAL
Runway Ident - 16
Runway Lth/Wid - 3000/ 50
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 76
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3000	Last 24 Hrs	-	2
Make/Model	-	300	Last 30 Days	-	10
Instrument	-	10	Last 90 Days	-	30
Multi-Eng	-	0	Rotorcraft	-	100

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS TRYING TO SELL HIS AIRPLANE AND ALLOWED THE STUDENT PILOT TO FLY IT FROM THE LEFT SEAT. THE STUDENT PILOT LANDED ON THE RUNWAY BUT LOST CONTROL, DEPARTED THE SIDE OF THE RUNWAY, THEN HIT A VASI LIGHT. THE AIRPLANE STOPPED WHEN IT HIT A STAND OF TREES. THERE WAS A STRONG GUSTY CROSSWIND. THE PRIVATE PILOT/OWNER CLAIMED HE WAS ALONG AS A PASSENGER/OBSERVER.

Brief of Accident (Continued)

File No. - 739

8/27/88

GUTHRIE,OK

A/C Reg. No. N6588Q

Time (Lcl) - 0945 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT/SECOND PILOT
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - APPROACH LIGHT/NAVAID
 7. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 772 5/28/88 ELGIN, OR A/C Reg. No. N370FH Time (Lcl) - 0930 PDT

-----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	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - HILLER FH-1100
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - ALLISON 250-C18
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 274 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
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
HELICOPTER

Age - 39
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - BH-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3076
Make/Model- 12
Instrument- 160
Multi-Eng - 0
Last 24 Hrs - 1
Last 30 Days- 19
Last 90 Days- 73
Rotorcraft - 3016

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS FOR THE PILOT TO PRACTICE FOR HIS AERIAL APPLICATORS CERTIFICATE. WATER WAS BEING USED INSTEAD OF CHEMICAL. THE PILOT REPORTED THAT AS THE AIRCRAFT BEGAN TO ACCELERATE DURING TAKEOFF IT BEGAN TO OSCILLATE. AS IN PRIOR OCCURRENCES, THE PILOT REDUCED POWER. AS THE AIRCRAFT SLOWED THE OSCILLATIONS BEGAN TO WORSEN AND THE PILOT STARTED A TURN TO THE LEFT. THE AIRCRAFT BEGAN AN UNCOMMANDED TURN TO THE RIGHT. THE PILOT ATTEMPTED TO DUMP THE LOAD, BUT WAS UNABLE TO DO SO BEFORE THE AIRCRAFT STRUCK THE GROUND. THE TAIL ROTOR STRUCK A SMALL TREE AND THE TAILBOOM STRUCK A METAL FENCE POST. THE AIRCRAFT WAS VERY NEAR MAX GROSS WEIGHT. THE PILOT REPORTED THAT THE AIRCRAFT GROUND SPEED WAS 0-5 MPH.

Brief of Accident (Continued)

File No. - 772

5/28/88

ELGIN, OR

A/C Reg. No. N370FH

Time (Lcl) - 0930 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. AIRCRAFT PERFORMANCE, HELICOPTER HOVER PERFORMANCE - EXCEEDED
2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
3. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)
5. OBJECT - POLE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 766 8/20/88 TYGE VALLEY,OR A/C Reg. No. N737RB Time (Lcl) - 1105 PDT

-----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	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - 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 ON AIRPORT
Wx Briefing - FSS	Last Departure Point TROUTDALE,OR	
Method - TELEPHONE	Destination	Airport Data
Completeness - WEATHER NOT PERTINENT	SAME AS ACC/INC	PINE HOLLOW
Basic Weather - VMC	ATC/Airspace	Runway Ident - 18
Wind Dir/Speed- CALM	Type of Flight Plan - VFR	Runway Lth/Wid - 3200/ 250
Visibility - 25.0 SM	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 114
SE LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - C-152	Make/Model- 9
		Instrument- 2
		Last 30 Days- 4
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT LATE IN THE APCH, THE ACFT DEVELOPED A HIGH SINK RATE. HOWEVER, HE USED ELEVATOR ONLY TO CORRECT THE SINK RATE. THE AIRCRAFT IMPACTED THE RUNWAY AND BOUNCED. ON THE THIRD BOUNCE, THE NOSE GEAR FAILED AND THE AIRCRAFT NOSED OVER. THE PILOT STATED LATER THAT HE SHOULD HAVE USED POWER TO CORRECT THE SINK RATE.

Brief of Accident (Continued)

File No. - 766

8/20/88

TYGE VALLEY, OR

A/C Reg. No. N737RB

Time (Lcl) - 1105 PDT

Occurrence #1 HARD LANDING

Phase of Operation LANDING

Finding(s)

1. DESCENT - EXCESSIVE - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER

Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 765 8/20/88 HILLSBORO,OR A/C Reg. No. N14407 Time (Lcl) - 1200 PDT

-----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	2
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		SALEM,OR	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		HILLSBORO,OR	
Wind Dir/Speed- LIGHT AND VARIABLE			Runway Ident - N/A
Visibility - 40.0 SM	ATC/Airspace		Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Flight Plan - NONE		Runway Surface - N/A
Lowest Ceiling - 18000 FT OVERCAST	Type of Clearance - NONE		Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP		
Precipitation - NONE	FORCED LANDING		
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 - 935
SE LAND	Months Since - 24	Make/Model- 141
	Aircraft Type - C-185	Instrument- 6
		Multi-Eng - 0
		Last 24 Hrs - 2
		Last 30 Days- 3
		Last 90 Days- 8
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE LOST POWER DURING A FUEL TANK SWITCHOVER. THE AIRCRAFT COLLIDED WITH A TELEPHONE POLE GUY WIRE ON THE ROAD DURING THE FORCED LANDING. THE INVESTIGATION REVEALED A FUEL LEAK INDUCED WHEN THE FUEL BOOST PUMP WAS IN OPERATION. THE LEAK OCCURRED AT THE FUEL PRESSURE GAGE LINE.

Brief of Accident (Continued)

File No. - 765

8/20/88

HILLSBORO,OR

A/C Reg. No. N14407

Time (Lc1) - 1200 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM,LINE - LEAK
 2. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - GUY WIRE
-

-----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. - 763 8/25/88 CASCADE LOCKS, OR A/C Reg. No. N94649 Time (Lcl) - 1120 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire - NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 310/006 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AURORA, OR
Destination
YAKIMA, WA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN
PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data

STEVENSON STATE
Runway Ident - 06
Runway Lth/Wid - 1800/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 60
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	50	Last 24 Hrs	- UNK/NR
Make/Model	-	50	Last 30 Days	- 8
Instrument	-	2	Last 90 Days	- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT DURING CRUISE WHILE ON A SOLO CROSS COUNTRY TRAINING FLIGHT THE ENGINE BEGAN TO SURGE. HE CALLED ATC AND WAS DIRECTED TO THE NEAREST AVAILABLE AIRPORT. THE STUDENT PILOT LANDED LONG AND FAST AND DEPARTED THE END OF THE RUNWAY. AFTER GOING DOWN AN EMBANKMENT THE NOSEWHEEL DUG INTO SOFT TERRAIN AND THE AIRCRAFT BECAME INVERTED. POST ACCIDENT EXAMINATION OF THE ENGINE REVEALED SPARK PLUGS THAT EXHIBITED SIGNS OF A VERY LEAN MIXTURE. NO OTHER MALFUNCTIONS OR FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 763

8/25/88

CASCADE LOCKS,OR

A/C Reg. No. N94649

Time (Lc1) - 1120 PDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MIXTURE - IMPROPER -

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

2. WEATHER CONDITION - TAILWIND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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) 1,3,4

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. - 655 3/07/88 ORANGEBURG, SC A/C Reg. No. N8994Y Time (Lcl) - 1805 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL OBSERVATION	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	1

-----Aircraft Information-----

Make/Model - 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 - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2050
SE LAND	Months Since - 15	Make/Model- 325
	Aircraft Type - PA-18	Instrument- 0
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 82
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE LOST PWR AS THE AIRPLANE WAS RETURNING FROM A FIRE-PATROL FLT. THE PLT MADE A FORCED LDG IN A FIELD WHERE THE AIRPLANE RAN INTO SOFT DIRT AND NOSED OVER. POST-CRASH EXAM OF THE ACFT REVEALED NO EVIDENCE OF ANY FUEL REMAINING IN THE FUEL SYSTEM. THE EXAM ALSO REVEALED THAT THE LEFT TANK FUEL CAP GASKET WAS MISSING AND THAT A LARGE FUEL STAIN EXISTED IN THE AREA OF THE LEFT TANK FILLER OPENING. THE PLT RPTD THAT HE HAD DEPARTED W/ FULL TANKS WHICH HE HAD VISUALLY CONFIRMED. HE INITIALLY OPERATED ON THE LT TANK FOR 1.5 HRS THEN SWITCHED TO THE RT TANK FOR 2.1 HRS. WHEN THE RT TANK RAN DRY HE SWITCHED BACK TO THE LT TANK BUT THE ENGINE DID NOT REGAIN PWR. THE PLT NOTED THAT AFTER PRIOR PATROL FLTS LASTING ABOUT 3.5 HRS, THE ACFT WOULD HAVE 5-6 GALLONS OF FUEL REMAINING. HE NORMALLY ESTIMATED FUEL REMAINING BY THE KNOWN AVG CONSUMPTION RATE OF THE ENGINE AND ELAPSED TIME. HE DID NOT GO BY FUEL GAUGE INDICATIONS BECAUSE THE GAUGES WEREN'T "THAT ACCURATE".

Brief of Accident (Continued)

File No. - 655

3/07/88

ORANGEBURG, SC

A/C Reg. No. N8994Y

Time (Lc1) - 1805 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SYSTEM, CAP - SIPHONING
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 692 3/12/88 ROCK HILL, SC A/C Reg. No. N8727E Time (Lcl) - 1329 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
Type of Operation	-MAINT TEST	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-LANDING	NONE	Pass 0	1	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-32R-300	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	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	ROCK HILL, SC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 230/013 KTS		- N/A
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- N/A
Lowest Ceiling	- 3500 FT BROKEN	Type of Clearance	- GRASS/TURF
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1855	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - 390	Last 30 Days - UNK/NR
	Aircraft Type - C-402B	Instrument - 450	Last 90 Days - 73
		Multi-Eng - 123	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND A CERTIFICATED PILOT/PAX DEPARTED THE ROCK HILL APT FOR A LOCAL MAINT TEST FLT FOLLOWING AN ENGINE OVERHAUL AND INSTALLATION. ABOUT 10 MINUTES INTO THE FLT, THE ENGINE OIL PRESSURE DROPPED TO ZERO AND A COMPLETE LOSS OF POWER FOLLOWED. THE PLT RADIOED THE INFORMATION TO THE DEPARTURE ARPT AND ATTEMPTED A FORCED LANDING IN A LARGE PASTURE WITH FENCES. THE FIRST TOUCHDOWN WAS ABOUT 1746 FT PAST A TREE LINE AT THE EDGE OF THE FIELD. THE ACFT COLLIDED WITH AN EARTH MOUND 961 FT PAST THE FIRST TOUCHDOWN POINT, ROLLED INVERTED AND COLLIDED WITH THE TERRAIN 300 FT PAST THE EARTH MOUND. TOTAL DISTANCE BETWEEN THE TREE LINE AT THE EDGE OF THE FIELDS AND THE STOPPING POINT WAS ABOUT 3,091 FT. THE LATTER PORTION OF THE PATH WAS MORE STEEPLY DOWNSLOPING THAN THE FIRST 2,150 FT. POST ACC EXAM REVEALED AN OIL LINE WHICH SHOWED EVIDENCE OF NOT HAVING BEEN PROPERLY CONNECTED.

Brief of Accident (Continued)

File No. - 692

3/12/88

ROCK HILL, SC

A/C Reg. No. N8727E

Time (Lcl) - 1329 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - LOOSE
2. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
3. FLUID,OIL - LOSS,TOTAL
4. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
6. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. ALTITUDE - MISJUDGED - PILOT IN COMMAND
8. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 603 3/20/88 EASLEY, SC A/C Reg. No. N2233N Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/015 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREENVILLE, SC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE STRIP
Runway Ident - 09
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1160	Last 24 Hrs	- 3
Make/Model-	1160	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT HE ATTEMPTED TO LAND AT THE 2,000 FT STRIP IN A 15 KT TAILWIND. THE AIRPLANE TOUCHED DOWN LONG, AND HE ELECTED TO ABORT THE LDG AND TAKEOFF AGAIN. DURING INITIAL CLIMB, HE FELT THE TAILWHEEL HIT TREES LOCATED AT THE END OF THE RWY. HE SUBSEQUENTLY "PULLED THE POWER" AND STALLED INTO THE TREES. THE PLT NOTED THAT HE HAD INTENTIONALLY LANDED WITH THE WIND BECAUSE THE SAME TREES PRECLUDED LANDING FROM THE OPPOSITE DIRECTION. HE ESTIMATED THAT THE TREES WERE AT LEAST 50 FT HIGH. THE PLT ALSO NOTED THAT THE AIRPLANE WAS BASED AT THE AIRSTRIP, AND THAT HE HAS FLOWN IN & OUT OF THE STRIP ON NUMEROUS OCCASIONS.

Brief of Accident (Continued)

File No. - 603

3/20/88

EASLEY, SC

A/C Reg. No. N2233N

Time (Lcl) - 1400 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
 2. WEATHER CONDITION - TAILWIND
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
 5. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 643 3/27/88 SUMMERVILLE, SC A/C Reg. No. N410JQ Time (Lcl) - 1000 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE		0	2	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-28-235	Eng Make/Model	- LYCOMING O-540-B4B3	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - 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;">OLD SUMMERVILLE AIRPORT</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 2150/ 90</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 57</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 12</p> <p style="padding-left: 20px;">Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 570</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 48</td> <td>Last 30 Days- 4</td> </tr> <tr> <td>Instrument- 6</td> <td>Last 90 Days- 9</td> </tr> </table>	Total - 570	Last 24 Hrs - UNK/NR	Make/Model- 48	Last 30 Days- 4	Instrument- 6	Last 90 Days- 9
Total - 570	Last 24 Hrs - UNK/NR							
Make/Model- 48	Last 30 Days- 4							
Instrument- 6	Last 90 Days- 9							

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD COMPLETED A PREFLIGHT AND RUN UP, AND WAS ON THE INITIAL TAKEOFF WHEN AN ENGINE POWER LOSS OCCURRED. A FORCED LANDING WAS MADE. DURING LANDING IN A FIELD THE AIRCRAFT COLLIDED WITH TREES. THE WRECKAGE EXAMINATION DISCLOSED THAT THE INNER MIXTURE CABLE WAS DISCONNECTED FROM THE MIXTURE CONTROL ARM ON THE CARBURETOR. EXAMINATION OF THE CABLE DISCLOSED THAT THE CABLE WAS NOT SECURED BEYOND THE SHOULDERS OF THE FITTING ASSEMBLY. THE HOLE IN THE STUD FITTING WAS ELONGATED AND THE INNER CABLE WAS LOOSE IN THE HOLE WHEN INSTALLED. AN ANNUAL INSPECTION WAS PERFORMED 22 HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 643

3/27/88

SUMMERVILLE, SC

A/C Reg. No. N410JQ

Time (Lcl) - 1000 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
2. MIXTURE CONTROL, CABLE - DISCONNECTED
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 723 4/01/88 CHARLESTON, SC

A/C Reg. No. N68726

Time (Lcl) - 1115 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -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- 130/009 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHARLESTON AFB, SC

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

CHARLESTON EXECUTIVE

Runway Ident - 09

Runway Lth/Wid - 5000/ 150

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 27

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 46	Last 24 Hrs -	1
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Make/Model-	46	Last 30 Days-	4
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Instrument-	1	Last 90 Days-	7
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPTD THAT THE AIRPLANE WAS LOW ON FINAL APPCH, AND THAT HE APPLIED PWR TO MAINTAIN ALTITUDE. AFTER CROSSING THE RWY THRESHOLD, HE REDUCED THE PWR TO IDLE & LOWERED THE NOSE TO MAINTAIN AIRSPEED. HE INITIATED A FLARE PRIOR TO TOUCHDOWN, BUT THE AIRPLANE LANDED HARD IN A NOSE-LOW ATTITUDE. THE AIRPLANE BEGAN TO PORPOISE, AND THE NOSE LDG GEAR COLLAPSED. THE AIRPLANE SUBSEQUENTLY SKIDDED OFF OF THE SIDE OF THE RWY. THE STUDENT PLT HAD APPROX 14 HRS OF SOLO EXPERIENCE AND WAS ENDORSED FOR SOLO FLIGHT.

Brief of Accident (Continued)

File No. - 723

4/01/88

CHARLESTON, SC

A/C Reg. No. N68726

Time (Lc1) - 1115 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. PORPOISE - INADVERTENT - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 650 8/22/88 RIDGELAND, SC A/C Reg. No. N30335 Time (Lcl) - 1912 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 177A	Eng Make/Model - LYCOMING O-360-A1F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	POMPANO BEACH, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WALTERBORO, SC	Runway Ident - N/A
Wind Dir/Speed- 006/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 5500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - C-152	Make/Model- 8
		Last 30 Days- 16
		Instrument- 2
		Last 90 Days- 57

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED A COMPLETE POWER LOSS ABOUT FOUR HOURS AFTER DEPARTING POMPANO BEACH. THE PILOT HAD VARIED HIS ALTITUDE THROUGHOUT THE FLIGHT. THE FLIGHT MANUAL INDICATES THAT THE ACFT COULD FLY ABOUT 3.8 HOURS, AT 2500 FEET ALTITUDE, ON 48 GALLONS OF FUEL WITH NO FUEL RESERVE, AND LEAN MIXTURE. THE PILOT DID NOT REPORT LEANING THE FUEL MIXTURE AT ANY POINT DURING THE FLIGHT. THERE WERE NO REPORTED AIRCRAFT MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 650

8/22/88

RIDGELAND, SC

A/C Reg. No. N30335

Time (Lc1) - 1912 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 713 9/30/88 CONWAY, SC A/C Reg. No. N95156 Time (Lcl) - 1235 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-N2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- 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	CONWAY/HORRY	
Wind Dir/Speed	- 060/004 KTS	ATC/Airspace	Runway Ident	- 04
Visibility	- 6.0 SM	Type of Flight Plan	Runway Lth/Wid	- 4400/ 50
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	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)	
STUDENT	Current - N/A	Total - 14	Last 24 Hrs - 3
	Months Since - N/A	Make/Model - 14	Last 30 Days - 14
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 14
		Multi-Eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS CONDUCTING HIS FIRST SOLO FLIGHT, WHEN HE LOST DIRECTIONAL CONTROL AND COLLIDED WITH THREE PARKED AIRPLANES. THE STUDENT SAID THAT HIS RIGHT FOOT SLIPPED OFF THE RUDDER PEDAL; ATTEMPTS TO RECOVER FAILED. THE PILOT DID NOT REPORT ANY AIRPLANE MALFUNCTIONS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 713

9/30/88

CONWAY, SC

A/C Reg. No. N95156

Time (Lc1) - 1235 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 658 4/07/88 BRICEVILLE, TN A/C Reg. No. N46316 Time (Lcl) - 0955 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 225/020 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CAPE GIRARDEAU, MO
Destination
LINCOLNTON, NC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 429 Last 24 Hrs - 5
Make/Model- 5 Last 30 Days- UNK/NR
Instrument- 86 Last 90 Days- 8
Multi-Eng - 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE HAD DEPARTED COFFEYVILLE, KS ON APR 5 FOR AN AIRPLANE DELIVERY FERRY FLT TO LINCOLNTON, NC HE LANDED AT CAPE GIRARDEAU AND REMAINED OVERNIGHT DUE TO ENROUTE WEATHER. HE DEPTD CGI THE FOLLOWING MORNING FOLLOWING A WX BRIEF THAT INDICATED MARGINAL CONDITIONS IN THE EASTERN PORTION OF THE FLT. AFTER AN UPDATE, HE ATTEMPTED TO CLIMB OVER THE REPTD CLOUD TOPS OF 15,000 FT. AT 14,000 HE NOTED THE CLOUDS STILL ABOVE AND ELECTED TO FLY BETWEEN LAYERS. AFTER ENCOUNTERING A SOLID CLOUDBANK, HE FOUND A HOLE AND DESCENDED BELOW THE CLOUDS. THE CLOUD BASES KEPT GETTING LOWER. AFTER ENTERING A VALLEY AND WHILE FLYING UP THE VALLEY, HE NOTED THE TREES WERE IN THE CLOUDS ALL AROUND. HE ENTERED A CLIMB AND COLLIDED WITH TREES AT 3,500 FT MSL. VFR MIN ALTITUDE FOR THE AREA WAS 3,900 FT.

Brief of Accident (Continued)

File No. - 658

4/07/88

BRICEVILLE, TN

A/C Reg. No. N46316

Time (Lcl) - 0955 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

4. WEATHER CONDITION - FOG
 5. WEATHER CONDITION - RAIN
 6. PROPER ALTITUDE - DISREGARDED - PILOT IN COMMAND
 7. TERRAIN CONDITION - BOX CANYON
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6

Factor(s) relating to this accident is/are finding(s) 1,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 759 4/22/88 MEMPHIS, TN A/C Reg. No. N9603L Time (Lcl) - 1945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- GRUMMAN AMERICAN AA-1B	Eng Make/Model	- LYCOMING O-235-C2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1560	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 320/008 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 6000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CORNING, AR</p> <p>Destination</p> <p>MEMPHIS, TN</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>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - ROUGH</p> <p>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 - 29</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 16</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 638</p> <p>Make/Model - 32</p> <p>Instrument - 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 37</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE LOST PWR IN-FLT DUE TO FUEL EXHAUSTION. A FORCED LDG WAS MADE IN A PLOWED FIELD. THE AIRPLANE NOSED OVER DURING THE LDG. THE PLT NOTED AFTER THE ACCIDENT THAT HE SHOULD HAVE TOPPED OFF THE FUEL TANKS PRIOR TO DEPARTURE. THE ESTIMATED FUEL-ON-BOARD AT TAKEOFF WAS 3.5 GALLONS.

Brief of Accident (Continued)

File No. - 759

4/22/88

MEMPHIS, TN

A/C Reg. No. N9603L

Time (Lcl) - 1945 EDT

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
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 635 7/22/88 SOMERVILLE, TN A/C Reg. No. N757YP Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	0	0	2	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1870	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 BOLIVAR, TN	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 020/009 KTS	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Visibility - 12.0 SM	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO. WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 600
SE LAND, ME LAND	Months Since - 9	Make/Model- 550
	Aircraft Type - UNK/NR	Instrument- 31
		Multi-Eng - 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- 50
		Last 90 Days- 100
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI WAS ATTEMPTING A DEMONSTRATION OF A FORCED LANDING FOLLOWING A SIMULATED LOSS OF ENGINE POWER. JUST AS HE STARTED TO RECOVER AND CLIMB BACK TO ALTITUDE, THE STUDENT PLT SPOTTED WIRES AND YELLED. COMPANY POLICY REQUIRED A RECOVERY AT 500 FT. THE STUDENT HAD 2 HOURS OF FLIGHT TRAINING PRIOR TO THIS FLIGHT.

Brief of Accident (Continued)

File No. - 635

7/22/88

SOMERVILLE, TN

A/C Reg. No. N757YP

Time (Lcl) - 1000 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

2. OBJECT - WIRE, STATIC
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - 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) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 601 8/25/88 WHITWELL, TN A/C Reg. No. N795 Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None

-----Aircraft Information-----

Make/Model - SCHEMPP-HIRTA 2	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1278	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	MATTHEWS
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 65
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - NO MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 509	Last 24 Hrs - 4
	Months Since - 15	Make/Model- UNK/NR	Last 30 Days- 8
GLIDER	Aircraft Type - SC-II	Instrument- 0	Last 90 Days- 72

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS COMPLETING A 130 MILE CROSS COUNTRY FLIGHT. JUST PRIOR TO TOUCHDOWN, THE LEFT WING COLLIDED WITH A WATER SPRINKLER PIPE ALONG THE EDGE OF THE RUNWAY. THE PILOT LOST DIRECTIONAL CONTROL. THE GRASS WAS TALLER ALONG THE RUNWAY EDGE. THE PILOT DID NOT REPORT ANY SYSTEM PROBLEM.

Brief of Accident (Continued)

File No. - 601

8/25/88

WHITWELL, TN

A/C Reg. No. N795

Time (Lc1) - 1700 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - POLE
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 617	1/14/88	CONROE, TX	A/C Reg. No. N3022D	Time (Lcl) - 1410 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 310	Eng Make/Model - CONTINENTAL D-470-M	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 240 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CONROE, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CARTHAGE, TX	MONTGOMERY COUNTY
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5400/ 150
Lowest Sky/Clouds - 10000 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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 55
SE LAND	Months Since - 2	Make/Model- 7
	Aircraft Type - C-172	Instrument- 0
		Multi-Eng - 9
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 11

Instrument Rating(s) --NONE

-----Narrative-----

THE NEWLY CERTIFICATED PRIVATE PILOT, WHO HAD 55.2 HOURS TOTAL FLIGHT EXPERIENCE, WAS ON HIS INITIAL SOLO FLIGHT IN THE CESSNA 310 MODEL. HIS FLIGHT LOGBOOK HAD BEEN ENDORSED FOR SOLO FLIGHT IN THE AIRCRAFT ON NOVEMBER 20, 1987. WITNESSES OBSERVED A RATHER STEEP CLIMBOUT AFTER TAKEOFF TO AN ALTITUDE OF 2,500 TO 3,000 FEET MSL WHERE THE AIRCRAFT ROLLED TO AN INVERTED ATTITUDE AND DID A 2 1/2 TURN SPIN TO THE LEFT. THE SPIN ROTATION WAS ARRESTED BUT THE AIRCRAFT CRASHED IN A WOODED AREA 4 MILES SOUTH OF THE AIRPORT. NO EVIDENCE OF CONTROL MALFUNCTION WAS FOUND. THE ENGINES WERE SATISFACTORILY RUN IN A TEST CELL AFTER THE ACCIDENT. THE PROPELLERS SHOWED EVIDENCE OF ROTATION AT IMPACT.

Brief of Accident (Continued)

File No. - 617

1/14/88

CONROE, TX

A/C Reg. No. N3022D

Time (Lc1) - 1410 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 797 2/17/88 CIRCLEVILLE, TX A/C Reg. No. N3164Y Time (Lcl) - 1205 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 - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - AIR TRACTOR 301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5000
No. of Seats - 1

Eng Make/Model - P & W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/011 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 1400 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SEMINOLE, TX
Destination
ROSENBERG, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2114
Make/Model- 303
Instrument- 74
Multi-Eng - 0
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 16
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS BEING FERRIED TO A NEW LOCATION, AND AN EN ROUTE REFUELING STOP WAS PLANNED. A LOW CEILING AND LOW VISIBILITY SET IN AND THE PILOT TRIED TO EXTEND THE FLIGHT TO A DIFFERENT TOWN. THE FUEL WAS EXHAUSTED 6 MILES SHORT OF A TOWN. THE AIRPLANE WAS LANDED IN A WET, PLOWED, FIELD. AFTER TOUCHDOWN, IT FLIPPED OVER TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 797

2/17/88

CIRCLEVILLE, TX

A/C Reg. No. N3164Y

Time (Lc1) - 1205 CST

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. WEATHER EVALUATION - INADEQUATE - 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 - WET
 5. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 795 4/03/88 FISHER, TX A/C Reg. No. N75031 Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
			0	0	1
			0	0	0

-----Aircraft Information-----

Make/Model - BOEING STEARMAN E-75	Eng Make/Model - LYCOMING R-680	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NEW BRAUNFELS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CANYON LAKE
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 45
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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 199
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 49
		Last 30 Days- 11
		Instrument- 66
		Last 90 Days- 23
		Multi-Eng - 13

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN, THE PILOT STATED THAT HE LOST DIRECTIONAL CONTROL AND THE RIGHT MAIN GEAR RAN OFF THE RIGHT SIDE OF THE RUNWAY. DURING ATTEMPTED RECOVERY, THE AIRPLANE ROLLED OFF THE LEFT SIDE OF THE RUNWAY, COLLIDED WITH A DRAINAGE DITCH AND NOSED OVER TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 795

4/03/88

FISHER, TX

A/C Reg. No. N75031

Time (Lc1) - 1815 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 794

4/09/88

BEAUMONT, TX

A/C Reg. No. N1HN

Time (Lcl) - 0841 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

1

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - NEFF BD-4

Eng Make/Model - LYCOMING O-320-A2B

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1700

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/009 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANAHUAC, TX

Destination

LAKELAND, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 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 - 290

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE FLIGHT, AN OIL-LIKE ODOR WAS DETECTED AND OIL SPOTS APPEARED ON THE WINDSHIELD. THE OIL PRESSURE DROPPED TO ZERO AND THE ENGINE FAILED. DURING THE FORCED LANDING ON A HIGHWAY, THE LEFT WING STRUCK A ROAD SIGN. THE SPAR/FUEL TANK RUPTURED AND THE AIRPLANE BURNED. THE ROD BOLTS FROM THE 3 AND 4 RODS FAILED AFTER LOSS OF LUBRICATION. THE REASON FOR THE LOSS OF LUBRICATION COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 794

4/09/88

BEAUMONT, TX

A/C Reg. No. N1HN

Time (Lc1) - 0841 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. LUBRICATING SYSTEM - FAILURE, TOTAL
2. FLUID, OIL - STARVATION
3. ENGINE ASSEMBLY, CONNECTING ROD BOLT - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. OBJECT - SIGN

-----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. - 793 4/30/88 CONROE, TX A/C Reg. No. N3946L Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA L-19E	Eng Make/Model - CONTINENTAL O-470-11	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2430	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 213 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	MONTGOMERY COUNTY
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4600/ 100
Lowest Sky/Clouds - 1900 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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3209
SE LAND,ME LAND	Months Since - 9	Make/Model- UNK/NR
	Aircraft Type - C-172	Instrument- 91
		Multi-Eng - 430
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS OBSERVED BY WITNESSES MAKING A CHANDELLE-LIKE MANEUVER FROM TAKEOFF. AT THE TOP, THE NOSE AND RIGHT WING DROPPED FOR APPROXIMATELY 180 DEGREES OF TURN. THE WINGS WERE ALMOST LEVEL WHEN THE AIRPLANE HIT THE RUNWAY. THE AIRPLANE BURNED AFTER IMPACT.

Brief of Accident (Continued)

File No. - 793

4/30/88

CONROE, TX

A/C Reg. No. N3946L

Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - INTENTIONAL - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. 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) 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. - 627 6/06/88 GEORGETOWN, TX A/C Reg. No. N7828Q Time (Lcl) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Injuries		
Type of Operation - FERRY	Fire	Crew	2	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	0	0	0
Accident Occurred During - TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 340	Eng Make/Model - CONTINENTAL TS10-520K	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5975	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	MUNICIPAL
Wind Dir/Speed- 080/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1005
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 357
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT IN THE RIGHT SEAT HAD HIRED THE PILOT IN THE LEFT SEAT TO FERRY THE AIRPLANE TO GERMANY, THEN TO TURKEY. A FOUR TANK FERRY FUEL SYSTEM WAS INSTALLED BUT A WEIGHT AND BALANCE CHECK WAS NOT MADE. DURING THE TKOF, THE ACFT WOULD NOT CLIMB. AFTERWARD THE AIRPLANE WAS COMPUTED TO HAVE BEEN OVERWEIGHT AND THE CG WAS AFT OF THE REAR LIMIT. THE LEFT WING HIT TREES AND THE RIGHT WING HIT TWO FENCES. AFTER COLLIDING WITH THE TERRAIN, THE AIRPLANE BURNED.

Brief of Accident (Continued)

File No. - 627

6/06/88

GEORGETOWN, TX

A/C Reg. No. N7828Q

Time (Lcl) - 2000 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 5. OBJECT - TREE(S)
 6. OBJECT - FENCE
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 796 6/06/88 HOUSTON, TX A/C Reg. No. N96957 Time (Lc1) - 1810 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING		Other	0	0	2	0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

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	WEST HOUSTON-LAKESIDE
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3955/ 75
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 6000
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - DC-9	Make/Model- 1500
		Instrument- 325
		Multi-Eng - 1500
		Last 30 Days- 50
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CESSNA N96957 WAS INVOLVED IN A MIDAIR COLLISION WITH MOONEY N231QB WHILE BOTH AIRCRAFT WERE LANDING AT THE UNCONTROLLED WEST HOUSTON-LAKESIDE AIRPORT. THE PILOTS OF THE CESSNA AIRCRAFT WERE IN THE RECTANGULAR PATTERN PRACTICING TOUCH-AND-GO LANDINGS. THE MOONEY AIRCRAFT WAS RETURNING ON A STRAIGHT-IN APPROACH AFTER AN INSTRUMENT TRAINING FLIGHT. THE MOONEY WAS ABOVE AND OVERTAKING THE CESSNA. THE COLLISION OCCURRED WHILE BOTH AIRCRAFT WERE IN THE LANDING FLARES. THE MOONEY'S PROPELLER SEVERED THE EMPENNAGE OF THE CESSNA. THE CESSNA NOSED UP INTO AN INVERTED ATTITUDE AND STRUCK THE TAIL OF THE MOONEY BEFORE CRASHING ON THE RUNWAY. THE MOONEY MADE A SAFE LANDING. THE MOONEY SECOND PILOT STATED LATER THAT THE PILOT (MOONEY) WAS HIGH AND SLIPPED THE AIRCRAFT FOR THE MAJORITY OF THE FINAL PREVENTING THE SECOND PILOT FROM SEEING FORWARD AND DOWN. THE MOONEY PILOTS DID NOT NOTE THE ANNOUNCED POSITION OF THE CESSNA IN THE TRAFFIC PATTERN OR A WARNING FROM ANOTHER PILOT THAT THERE WERE TWO ACFT LNDG.

Brief of Accident (Continued)

File No. - 796

6/06/88

HOUSTON, TX

A/C Reg. No. N96957

Time (Lc1) - 1810 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 2. COMMUNICATIONS - INATTENTIVE - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. FLIGHT CONTROL SYSTEM - DISABLED
-

-----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. - 796 6/06/88 HOUSTON, TX A/C Reg. No. N231QB Time (Lcl) - 1810 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	2	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING		Other 0	0	2	0

-----Aircraft Information-----

Make/Model - MOONEY M20K	Eng Make/Model - CONTINENTAL TS10-360-GB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WEST HOUSTON-LAKESIDE
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3955/ 75
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 22626
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - C-172P	Make/Model- 19
		Last 30 Days- 72
		Instrument- 675
		Last 90 Days- 193

Instrument Rating(s) - AIRPLANE

-----Narrative-----

MOONEY N231QB WAS INVOLVED IN A MIDAIR COLLISION WITH CESSNA N96957 WHILE BOTH AIRCRAFT WERE LANDING AT THE UNCONTROLLED WEST HOUSTON-LAKESIDE AIRPORT. THE MOONEY AIRCRAFT WAS RETURNING ON A STRAIGHT-IN APPROACH. THE PILOTS OF THE CESSNA AIRCRAFT WERE IN THE RECTANGULAR PATTERN PRACTICING TOUCH-AND-GO LANDINGS. THE MOONEY WAS ABOVE AND OVERTAKING THE CESSNA. THE COLLISION OCCURRED WHILE BOTH AIRCRAFT WERE IN THE LANDING FLARES. THE MOONEY'S PROPELLER SEVERED THE EMPENNAGE OF THE CESSNA. THE CESSNA NOSED UP INTO AN INVERTED ATTITUDE AND STRUCK THE TAIL OF THE MOONEY BEFORE CRASHING ON THE RUNWAY. THE MOONEY MADE A SAFE LANDING. THE MOONEY SECOND PILOT STATED LATER THAT THE PILOT (MOONEY) WAS HIGH AND SLIPPED THE AIRCRAFT FOR THE MAJORITY OF THE FINAL PREVENTING THE SECOND PILOT FROM SEEING FORWARD AND DOWN. THE MOONEY PILOTS DID NOT NOTE THE ANNOUNCED POSITION OF THE CESSNA IN THE TRAFFIC PATTERN OR A WARNING FROM ANOTHER PILOT THAT THERE WERE TWO ACFT LANDING ON THE ACTIVE RWY.

Brief of Accident (Continued)

File No. - 796

6/06/88

HOUSTON, TX

A/C Reg. No. N231QB

Time (Lc1) - 1810 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. COMMUNICATIONS - INATTENTIVE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 799 7/21/88 FORT WORTH, TX

A/C Reg. No. N5897

Time (Lcl) - 1955 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - ATKINS ACRO-SPORT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1350
No. of Seats - 1

Eng Make/Model - LYCOMING O-320-A2B
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- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LUCK FIELD
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)

PRIVATE
SE LAND, SE SEA

Age - 27

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	142	Last 24 Hrs -	2
Make/Model-	4		Last 30 Days-	UNK/NR
Instrument-	3		Last 90 Days-	14
Multi-Eng -	0		Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PERSONAL FLIGHT, THE ENGINE FAILED AND THE PILOT MADE A FORCED LANDING INTO AN OPEN FIELD. DURING THE LANDING, THE AIRPLANE FLIPPED TO THE INVERTED POSITION. INVESTIGATION REVEALED NO FUEL IN THE TANK OR FUEL SYSTEM AND NO FUEL SPILLED ON THE GROUND.

Brief of Accident (Continued)

File No. - 799

7/21/88

FORT WORTH, TX

A/C Reg. No. N5897

Time (Lcl) - 1955 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 800 7/23/88 BURLESON, TX A/C Reg. No. N25236 Time (Lc1) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65-8F	ELT Installed/Activated - YES/NO
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 AIRSTRIP
Method - N/A	KELLER, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BRANSOM FARM
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	FORCED LANDING	
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)
PRIVATE	Current - YES	Total - 126
SE LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - 8A	Make/Model- 32
		Last 30 Days- 23
		Instrument- 2
		Last 90 Days- 23
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS ON DOWNWIND WHEN THE PILOT PULLED ON THE CARBURETOR HEAT AND REDUCED THE RPM. WHEN HE REAPPLIED POWER, THE ENGINE WOULD NOT RESPOND. DURING THE FORCED LANDING, THE PILOT GOT THE AIRPLANE ON THE AIRPORT BUT HIT THE RIGHT WING AND TAILWHEEL ON THE AIRPORT BOUNDARY FENCE. INVESTIGATION REVEALED A DIRT DAUBER NEST IN THE FUEL CAP VENT.

Brief of Accident (Continued)

File No. - 800

7/23/88

BURLESON, TX

A/C Reg. No. N25236

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL SYSTEM, VENT - BLOCKED(TOTAL)
3. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 685 5/19/88 HEBER CITY,UT A/C Reg. No. N25934 Time (Lc1) - 1830 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED					
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	2	0	0	0
Accident Occurred During	-DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/012 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">HEBER CITY,UT</p> <p>Destination</p> <p style="padding-left: 20px;">SALT LAKE CITY,UT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 1454</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model</td> <td>- UNK/NR</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 118</td> <td>Last 90 Days</td> <td>- 152</td> </tr> <tr> <td>Multi-Eng</td> <td>- 365</td> <td>Rotorcraft</td> <td>- 4</td> </tr> </table>	Total	- 1454	Last 24 Hrs	- 2	Make/Model	- UNK/NR	Last 30 Days	- UNK/NR	Instrument	- 118	Last 90 Days	- 152	Multi-Eng	- 365	Rotorcraft	- 4
Total	- 1454	Last 24 Hrs	- 2															
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR															
Instrument	- 118	Last 90 Days	- 152															
Multi-Eng	- 365	Rotorcraft	- 4															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND STUDENT PLT WERE ON A ROUND-ROBIN CROSS-COUNTRY FLT. A WITNESS NEAR THE ACCIDENT SITE SAID HE SAW AN AIRPLANE FLYING "UP A CANYON QUITE SLOW AND LOW". THE AIRPLANE WAS REPORTED OVERDUE AND FOUND THE NEXT DAY IN A "BOX CANYON" AT THE 8,500 FOOT LEVEL. THE PORTION OF THE CANYON WHERE THE WRECKAGE WAS LOCATED IS APPROXIMATELY 1/4 MILE WIDE. THE AIRPLANE IMPACTED TREES AND STEEP TERRAIN IN A NEAR VERTICAL, NOSE LOW, RT WING LOW ATTITUDE. NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE OF THE AIRPLANE, ENGINE OR PROPELLER WAS FOUND. THE DENSITY ALTITUDE WAS CALCULATED TO BE 10,278 FEET. THE TERRAIN IN THE VICINITY OF THE ACCIDENT SITE RISES TO OVER 11,000 FEET.

Brief of Accident (Continued)

File No. - 685

5/19/88

HEBER CITY,UT

A/C Reg. No. N25934

Time (Lc1) - 1830 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - GUSTS
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. TERRAIN CONDITION - BOX CANYON
6. TERRAIN CONDITION - RISING
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 638

6/29/88

MANASSAS, VA

A/C Reg. No. N70J

Time (Lc1) - 0648 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - TERRY OSPREY II
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1632
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

MANASSAS
Runway Ident - 34R
Runway Lth/Wid - 5700/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 39

Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - J-3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total -	2197
Make/Model-	0
Instrument-	122
Multi-Eng -	128
Last 24 Hrs -	UNK/NR
Last 30 Days-	6
Last 90 Days-	6
Rotorcraft -	4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT ON INITIAL CLIMB AT AN ALT OF 300 FT AGL, ENGINE POWER BEGAN TO DECAY. A RIGHT TURN WAS INITIATED TO RETURN TO THE RUNWAY BUT A FURTHER LOSS OF POWER WAS EXPERIENCED AND A FORCED LANDING WAS ATTEMPTED IN A FIELD. THE ACFT CONTACTED TREES AND CAME TO REST IN A WOODED AREA ON THE ARPT PROPERTY. POST ACCIDENT INSPECTION REVEALED THAT THE THROTTLE CABLE CAME LOOSE AT THE THROTTLE LEVER INSIDE THE COCKPIT. THE CARBURETOR WAS NOT SPRING LOADED TO KEEP THE THROTTLE AT FULL POWER. THIS WAS THE MAIDEN FLT OF THE HOMEBUILT/EXPERIMENTAL ACFT.

Brief of Accident (Continued)

File No. - 638

6/29/88

MANASSAS,VA

A/C Reg. No. N70J

Time (Lcl) - 0648 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. THROTTLE/POWER LEVER,CABLE - LOOSE
 2. MAINTENANCE,INSTALLATION - 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)
-

----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. - 686 8/25/88 WAVERLY, VA A/C Reg. No. N8668L Time (Lcl) - 1745 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Fatal	Injuries			
	DESTROYED		Serious	Minor	None	
Type of Operation - AERIAL APPLICATION	Fire	Crew 1	0	0	0	
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0	
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - PIPER PA-25-250	Eng Make/Model - LYCOMING O-540-B2C5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WAKEFIELD, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WAVERLY, VA	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 38	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1474
SE LAND, SE SEA	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - C-207	Make/Model- 122
		Instrument- 113
		Multi-Eng - 23
		Last 30 Days- 16
		Last 90 Days- 84

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED PWR LINES, CRASHED AND BURNED DURING AN AERIAL APPLIATION FLT. WITNESSES REPORTED THAT IT LOOKED AS IF THE PLT DESCENDED TO FLY UNDER THE LINES WHEN IT SUDDENLY PULLED UP AND CONTACTED THEM.

Brief of Accident (Continued)

File No. - 686

8/25/88

WAVERLY, VA

A/C Reg. No. N8668L

Time (Lcl) - 1745 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. PULL-UP - PREMATURE - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 690 4/16/88 PORT ANGELES, WA A/C Reg. No. N36815 Time (Lcl) - 0545 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		2	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-S1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 270/007 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - BROKEN
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
OLYMPIA, WA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FAIRCHILD
Runway Ident - 08
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - PA-32RT

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 834
Make/Model- 203
Instrument- 155
Multi-Eng - 0
Last 24 Hrs - 1
Last 30 Days- 3
Last 90 Days- 21
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARR, THE FLT WAS HANDED OFF TO WHIDBEY ISLAND APCH CTL AT WHIDBEY ISLAND (NUW) NAVAL AIR STN (NAS). NUW WAS 35 MI NE OF THE DESTN (FAIRCHILD INTL ARPT/CLM), AT PORT ANGELES, WHICH HAD NO OPERG CTL TWR. THE PLT WAS GIVEN THE NUW WX, WHICH WAS 400 SCAT, ESTD 2600' OVC, VIS 6 MI WITH FOG. THE FLT WAS VECTORED TOWARD CLM & WAS CLRD TO DSCND TO THE MIN VECTORIZING ALT OF 1000' MSL OVER THE STRAITS OF JUAN DE FUCA. THE PLT RPRTD THE ARPT BEACON IN SIGHT & CANCELLED HIS IFR CLNC. THE ACFT WAS OBSERVED TO FLY OVER THE ARPT AT LOW ALT ON A SW HEADING. THE UNICOM OPERATOR ASKED THE PLT FOR A CEILING RPRTD, BUT THE PLT REPLIED THAT HE WAS UNABLE TO DETERMINE THE CEILING DUE TO FOG. SUBSEQUENTLY, THE ACFT CRASHED ON RISING TERRAIN ABOUT 2 MI SSW OF THE ARPT, WHILE IN A LEVEL TURN AT AN ELEV OF 1300'. THE 0505 PDT WX AT CLM WAS ESTD 500' BRKN, 4000' OVC, VIS 6 MI WITH FOG. THE CTLR RPRTD THAT ON INITIAL CONTACT WITH THE FLT, THE 0505 WX FOR CLM WAS NOT YET AVAILABLE ON HIS WX VISION SCREEN. THE ARPT ELEV AT CLM WAS 290'.

Brief of Accident (Continued)

File No. - 690

4/16/88

PORT ANGELES, WA

A/C Reg. No. N36815

Time (Lcl) - 0545 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - DRIZZLE
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - RISING
9. ALTITUDE - INADEQUATE - PILOT IN COMMAND
10. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 771 6/08/88 WENATCHEE, WA A/C Reg. No. N7243X Time (Lcl) - 1240 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	-DESCENT	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- BEECH A36	Eng Make/Model	- CONTINENTAL IO-550-B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/010 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - 6000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SEATTLE, WA</p> <p>Destination</p> <p>GREAT FALLS, MT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 57</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2000</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-----

AIRFRAME ICE WAS ACCUMULATING ON THE AIRCRAFT AT 13,000 FEET SO THE PILOT REQUESTED AN ALTITUDE OF 14,000 FEET. AT 14,000 FEET THE PILOT LOST CONTROL OF THE AIRCRAFT AND DESCENDED DOWN TO 6,500 FEET BEFORE RECOVERING. THE PILOT HAD STATED THAT HE FELT HE HAD AN AUTOPILOT FAILURE. THE AUTOPILOT WAS INSPECTED BUT NO ABNORMALITIES COULD BE DETERMINED. TOWERING CUMULUS CLOUDS WERE PRESENT AT ALL QUADRANTS NEAR THE AIRPORT AT THE TIME OF THE ACCIDENT. THE ACFT LANDED WITHOUT FURTHER DAMAGE. EXAMINATION OF THE AIRCRAFT REVEALED EXTREME BUCKLING OF THE AIRCRAFT STRUCTURE.

Brief of Accident (Continued)

File No. - 771

6/08/88

WENATCHEE, WA

A/C Reg. No. N7243X

Time (Lc1) - 1240 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE IN CLOUDS
2. IN FLIGHT WEATHER ADVISORIES - NOT OBTAINED - PILOT IN COMMAND
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

5. WING - ICE
6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT

Finding(s)

7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7

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. - 770 8/02/88 AUBURN,WA

A/C Reg. No. N4651P

Time (Lcl) - 1930 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 -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/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- 320/012 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
SEATTLE,WA
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

AUBURN MUNICIPAL
Runway Ident - 34
Runway Lth/Wid - 3400/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 24
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 28
Last 24 Hrs - UNK/NR
Make/Model- 28
Last 30 Days- 15
Instrument- UNK/NR
Last 90 Days- 28
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH AND GO LANDINGS. ON THE EIGHTH LANDING THE AIRCRAFT BOUNCED. THE PILOT STATED THAT HE LOST CONTROL OF THE AIRCRAFT DURING THE ATTEMPTED RECOVERY. THE AIRCRAFT DEPARTED THE RUNWAY AND COLLIDED WITH A POWER COMPANY METER.

Brief of Accident (Continued)

File No. - 770

8/02/88

AUBURN,WA

A/C Reg. No. N4651P

Time (Lcl) - 1930 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - UTILITY POLE
-

-----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. - 697 8/04/88 MOSES LAKE, WA A/C Reg. No. N84445 Time (Lcl) - 2030 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation	-FERRY	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172K	Eng Make/Model	- LYCOMING O-320-E2C	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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/005 KTS</p> <p>Visibility - 125.0 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 GARDINER, MT</p> <p>Destination WENATCHEE, WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 291
SE LAND	Months Since - 16	Make/Model- 44
	Aircraft Type - PA-28	Instrument- UNK/NR
		Multi-Eng - 1
		Last 24 Hrs - 4
		Last 30 Days- 9
		Last 90 Days- 31
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON HIS FIRST X-COUNTRY FLT IN THIS TYPE AIRCRAFT, THE PILOT DECIDED TO LAND SHORT OF THE DESIGNATION DUE TO LOW FUEL. THE ENGINE QUIT FROM FUEL EXHAUSTION DURING DESCENT. THE AIRCRAFT NOSED OVER ON TOUCHDOWN IN A SOFT IRRIGATED FIELD ONE MILE FROM THE AIRPORT.

Brief of Accident (Continued)

File No. - 697

8/04/88

MOSES LAKE, WA

A/C Reg. No. N84445

Time (Lcl) - 2030 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 768 8/08/88 WILBUR,WA A/C Reg. No. N4603G Time (Lcl) - 1130 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - WEATHERLY 620	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4800	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/010 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 - 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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 9000
SE LAND	Months Since - UNK/NR	Make/Model- 6000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days- 90
		Last 90 Days- 250
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AN ENGINE POWER LOSS OCCURRED DURING AN AERIAL APPLICATION MANEUVER. THE PILOT MADE A FORCED LANDING IN ROUGH TERRAIN. EXAMINATION OF THE ENGINE REVEALED DETERIORATED SEALS IN THE ENGINE DRIVEN FUEL PUMP. EXAM OF THE ELECTRIC FUEL PUMP DISCLOSED SIMILARLY DETERIORATED SEALS.

Brief of Accident (Continued)

File No. - 768

8/08/88

WILBUR,WA

A/C Reg. No. N4603G

Time (Lc1) - 1130 PDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL SYSTEM,PUMP - DETERIORATED
3. FUEL SYSTEM,ELECTRIC BOOST PUMP - DETERIORATED
4. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 767 8/10/88 LEAVENWORTH, WA A/C Reg. No. N62404 Time (Lcl) - 0945 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	2
Accident Occurred During	-HOVER	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - HILLER UH-12E	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2800	Engine Type - TURBOSHAFT	
No. of Seats - 3	Rated Power - 417 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 090/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 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 - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 6800
	Months Since - UNK/NR	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 130
		Last 30 Days- 40
		Instrument- 500
		Last 90 Days- 100
		Multi-Eng - 0
		Rotorcraft - 6800

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PIC REPORTED THAT DURING A PRACTICE HELICOPTER AUTOROTATION TO A POWER RECOVERY, THE PILOT UNDER INSTRUCTION HELD THE FLARE TOO LONG. THE HELICOPTER'S TAIL GUARD AND TAIL ROTOR STRUCK THE GROUND AND THE AIRCRAFT BEGAN TO SPIN. THE PIC REDUCED THE THROTTLE AND THE AIRCRAFT SETTLED TO THE GROUND. THE PIC REPORTED THAT HE HAD GLANCED AT THE INSTRUMENTS AND WHEN HE LOOKED UP HE REALIZED THE ATTITUDE WAS TOO NOSE HIGH. HE ASSUMED CONTROL OF THE AIRCRAFT TOO LATE TO PREVENT THE IMPACT.

Brief of Accident (Continued)

File No. - 767

8/10/88

LEAVENWORTH,WA

A/C Reg. No. N62404

Time (Lc1) - 0945 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation HOVER

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED -
 2. FLARE - IMPROPER - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 761 8/23/88 SHELTON,WA A/C Reg. No. N8370H Time (Lcl) - 1630 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	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER J3C-65	Eng Make/Model	- CONTINENTAL C-85-12F	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 045/005 KTS</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;">ELMA,WA</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>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - HIGH VEGETATION</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 23</p> <p style="padding-left: 20px;">Aircraft Type - PA-28</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>- 7195</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model</td> <td>- 50</td> <td>Last 30 Days</td> <td>- 1</td> </tr> <tr> <td>Instrument</td> <td>- 391</td> <td>Last 90 Days</td> <td>- 1</td> </tr> <tr> <td>Multi-Eng</td> <td>- 475</td> <td>Rotorcraft</td> <td>- 1575</td> </tr> </table>	Total	- 7195	Last 24 Hrs	- 1	Make/Model	- 50	Last 30 Days	- 1	Instrument	- 391	Last 90 Days	- 1	Multi-Eng	- 475	Rotorcraft	- 1575
Total	- 7195	Last 24 Hrs	- 1															
Make/Model	- 50	Last 30 Days	- 1															
Instrument	- 391	Last 90 Days	- 1															
Multi-Eng	- 475	Rotorcraft	- 1575															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED A COMPLETE LOSS OF POWER IN CRUISE FLIGHT WHILE FERRYING AN AIRCRAFT TO ITS HOME BASE AFTER AN ANNUAL INSPECTION. THE PILOT LANDED IN A SMALL FIELD OF RYE CROP. THE PILOT STATED THAT THE SIZE OF THE FIELD PRECLUDED A NORMAL APPROACH. THE AIRCRAFT MADE A HARD LANDING INTO THE SMALL FIELD. THE POST ACCIDENT INVESTIGATION REVEALED THAT THE FUEL FITTING TO THE CARBURETOR BROKE IN FLIGHT. FUEL STAINS WERE FOUND ALONG THE LOWER PORTION OF THE FUSELAGE. NO FUEL WAS FOUND IN THE CARBURETOR. EXAMINATION OF THE ENGINE REVEALED THAT THE FITTING HAD BEEN DEFORMED AT SOME PREVIOUS TIME. THE AIRCRAFT RECORDS SHOWED THAT THE FITTING HAD BEEN ADJUSTED DURING THE ANNUAL INSPECTION.

Brief of Accident (Continued)

File No. - 761

8/23/88

SHELTON,WA

A/C Reg. No. N8370H

Time (Lc1) - 1630 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL
1. FUEL SYSTEM,LINE FITTING - PREVIOUS DAMAGE
2. FUEL SYSTEM,LINE FITTING - OVERTORQUE
3. MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
4. FUEL SYSTEM,LINE FITTING - LEAK
5. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)
6. TERRAIN CONDITION - NONE SUITABLE
7. PROPER TOUCHDOWN POINT - RESTRICTED -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 790 6/05/88 ELLSWORTH,WI A/C Reg. No. N4757F Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA TU206B	Eng Make/Model - CONTINENTAL TSIO-520-C	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 - 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	ELMWOOD,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RED WING,MN	Runway Ident - N/A
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 402
SE LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - C-206B	Make/Model- 310
		Instrument- 25
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT THE PILOT EXPERIENCED AN ENGINE FAILURE WHICH HE BELIEVED TO BE CAUSED BY FUEL EXHAUSTION, AND EXECUTED A FORCED LANDING IN UNSUITABLE TERRAIN. POST ACCIDENT INSPECTION REVEALED THAT THE LEFT FUEL TANK CONTAINED 23 GALLONS OF FUEL AT THE TIME OF THE ACCIDENT, ALTHOUGH BOTH FUEL GUAGES READ EMPTY. AFTERWARD THE PILOT SAID THAT HE MAY HAVE LET AIR IN THE FUEL LINES WHEN HE ROCKED THE WINGS IN AN ATTEMPT TO GET THE FUEL GUAGES TO INDICATE SOME FUEL QUANTITY, RESULTING IN FUEL STARVATION INDUCED ENGINE FAILURE. NO PREFLIGHT INSPECTION OF THE FUEL QUANTITY WAS MADE.

Brief of Accident (Continued)

File No. - 790

6/05/88

ELLSWORTH,WI

A/C Reg. No. N4757F

Time (Lc1) - 1330 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - 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

Finding(s)

4. TERRAIN CONDITION - DOWNHILL
 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 623 7/12/88 CODY,WY

A/C Reg. No. N6083A

Time (Lcl) - 0700 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/003 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CODY,WY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RANCH ROAD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - PA-14

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2800	Last 24 Hrs	- 2
Make/Model-	2500	Last 30 Days-	18
Instrument-	0	Last 90 Days-	54

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ON A RANCH ROAD WHILE ON A BUSINESS FLIGHT THE PLT STRUCK A PILE OF GRAVEL PLACED ON THE ROAD TO FACILITATE ROAD REPAIRS. THE AIRCRAFT FLIPPED OVER AND CAUSED SUBSTANTIAL DAMAGE TO THE VERTICAL STABILIZER, HORIZONTAL STABILIZER, PROPELLER AND WING TIPS.

Brief of Accident (Continued)

File No. - 623

7/12/88

CODY,WY

A/C Reg. No. N6083A

Time (Lc1) - 0700 MDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. SAFETY ADVISORY - NOT ISSUED - GROUND PERSONNEL
-

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

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