

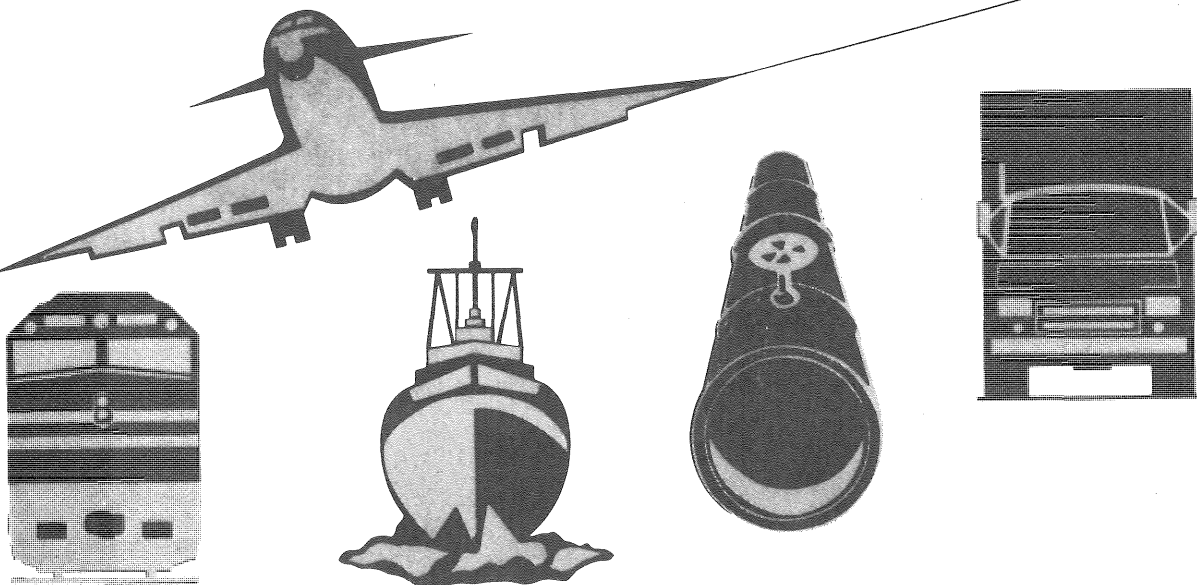
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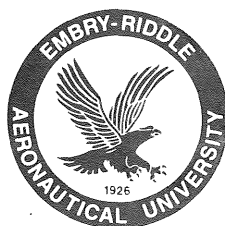
NATIONAL TRANSPORTATION SAFETY BOARD



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 5 OF 1988 ACCIDENTS





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		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1988. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 0801 through 0976 0978 through 1000			
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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 there 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. 5, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
801	7234	081488	MANGHAM, LA	SCHWEIZER	G-164A	NONE	200
802	4835B	042688	DANVILLE, OH	CESSNA	152	NONE	294
803	9712B	042688	DANVILLE, KY	CESSNA	180A	NONE	184
804	68700	072088	HEAVENER, OK	CESSNA	152	MINOR	318
805	4685R	060788	MER ROUGE, LA	PEZETEL	M-18	MINOR	194
806	3756Q	062988	TULSA, OK	NORTHROP	C-125A	MINOR	316
807	6915	041888	ANGLETON, TX	CURTIS	BABY GREAT	FATAL	356
808	8076	041088	ELK CITY, OK	AEROTECK	PITTS S-2A	FATAL	310
809	5539Z	022188	CANYON LAKE, TX	HODGES	CONDOR III	MINOR	352
810	30273	042888	SHALLOWATER, TX	PIPER	PA-28-201T	NONE	358
811	4708	051188	JENNINGS, LA	GRUMMAN	G-164A	NONE	188
812	5374	052488	WINNIE, TX	GRUMMAN	G-164A	MINOR	362
813	6487P	010588	SALEM, IN	PIPER	PA-24-250	FATAL	162
814	116LB	060588	AUDUBON, IA	BOHNER	TIERRA II	SERIOUS	146
815	9162S	062288	BLANCHARD, OK	BEECH	B-24R	NONE	314
816	9730G	090188	WELSH, LA	CESSNA	180H	NONE	206
817	3969M	062888	LAKE CHARLES, LA	PIPER	PA-32-300	MINOR	196
818	714FU	031588	LODI, CA	CESSNA	150M	NONE	58
819	7233Q	091988	BANNING, CA	CESSNA	172L	NONE	108
820	67649	082788	CHINO, CA	CESSNA	152	MINOR	102
821	6026V	061988	CLEARLAKE, CA	CONSOLIDATED	LAKE LA-4-	NONE	82
822	9609B	032788	MALIBU, CA	CESSNA	172RG	NONE	62
823	450LR	070988	NEOSHO, MO	BOEING	75A	SERIOUS	236
824	68JM	080888	PLEVNA, KS	TERATORN	TIERRA II	SERIOUS	182
825	83OCR	080788	MARYLAND HGTS, MO	ROSENMYER	SKYRANGER	FATAL	246

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826	9087X	061388	GILMER, TX	CESSNA	182D	NONE	366
827	250TH	070188	ENGLEWOOD, CO	HELFRICH-LEO	BD-5B	NONE	116
828	8807E	061188	ENTERPRISE, UT	EAGLE	DW-1	NONE	386
829	9311S	060588	GALLUP, NM	BEECH	C23	NONE	276
830	91217	071488	DOUGLAS, GA	CESSNA	188	NONE	138
831	79SS	022388	LOS LUNAS, NM	SHINER	PITTS S-1S	MINOR	274
832	47TT	060888	HAYWARD, CA	ROCKWELL INT	690C	NONE	74
833	26851	032388	UNION CITY, CA	GULFSTREAM A	AA5A	FATAL	60
834	2634N	060588	BAKERSFIELD, CA	ROBINSON	R22	MINOR	70
835	611CA	011988	PIERCEVILLE, KS	GULFSTREAM C	500B	FATAL	170
836	9124C	060488	LAKEPORT, CA	CESSNA	180	MINOR	68
837	6804G	091488	SALINAS, CA	CESSNA	150L	NONE	106
838	7768S	060388	VACAVILLE, CA	SCHWEIZER	SGS 2-33A	NONE	66
839	9871C	040288	STOCKBRIDGE, GA	NORTH AMERIC	T-6G	NONE	130
840	4255F	042888	ELKTON, MD	CESSNA	172	NONE	208
841	59J	080688	BUTTE, MT	ROSSI PITTS	S-1S	NONE	258
842	5495K	050788	BOWLING GREEN, OH	CESSNA	172P	NONE	298
843	5061M	050288	CANFIELD, OH	TAYLORCRAFT	BC12-D	NONE	296
844	5085K	050188	GILBERT, SC	CESSNA	172N	NONE	334
845	5354E	062388	WEAVERVILLE, CA	BEECH	B35	NONE	88
846	5747Z	090188	WEST CAMERON 28, GM	BELL	206B	MINOR	140
847	704SB	082888	KILLEEN, TX	CESSNA	150M	NONE	378
848	18460	082188	TEXARKANA, TX	AERONCA	65-TL	MINOR	374
849	57430	080788	KINGSLAND, TX	BELLANCA	7ECA	NONE	372
850	5932P	080588	WESTVILLE, OK	PIPER	PA-24	MINOR	320

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851	9248R	080488	DALHART, TX	CESSNA	A188B	MINOR	370
852	4792B	062288	STONYFORD, CA	CESSNA	152	SERIOUS	86
853	83203	052988	HONOLULU, HI	BELL	206B	MINOR	142
854	8657H	051988	RAYNE, LA	GRUMMAN	G-164A	MINOR	190
855	779TV	082788	FORT MORGAN, CO	RAVEN	S55A	SERIOUS	120
857	77LG	071188	RIO, WI	GRIFFIN	PITTS S-1S	NONE	406
858	42684	070188	BEDFORD, IN	PIPER	J3	NONE	168
859	9856P	062788	CONRAD, MT	PIPER	PA-25-235	NONE	256
860	6590Z	072488	ELBOW LAKE, MN	PIPER	PA-25	NONE	222
861	8807L	071788	CHEBANSE, IL	PIPER	PA-25	NONE	160
862	8008M	040888	HELENA, MT	CESSNA	310I	FATAL	252
863	62554	010888	ATLANTIC CITY, NJ	PIPER	PA-23-250	MINOR	272
864	4237	052688	GRUBBS, AR	GRUMMAN	G-164A	NONE	32
865	2378L	052188	INDEPENDENCE, MO	BEECH	23	NONE	226
866	635B	042988	SHELL KNOB, MO	BEECH	95	NONE	224
867	231PG	070188	GUNNISON, CO	MOONEY	M-20K	NONE	114
868	8678L	060788	LIMON, CO	PIPER	PA-25-235	NONE	110
869	2642V	070388	MARBLE FALLS, TX	CESSNA	170	NONE	368
870	99144	090588	MARIETTA, OK	CESSNA	172P	FATAL	326
871	8181Z	061088	ELGIN, TX	CESSNA	205	FATAL	364
872	2186K	021088	OKLAHOMA CITY, OK	PIPER	PA-32RT-30	NONE	308
873	8553P	040188	HENRIETTA, TX	PIPER	PA-24-260	FATAL	354
874	49792	061388	SCOTTSDALE, AZ	CESSNA	152	NONE	52
875	103BK	061188	FREMONT, CA	GROB	G-103A	NONE	78
876	789CE	082888	CAMARILLO, CA	CESSNA	172N	NONE	104

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877	5042P	062288	DORRIS, CA	BELLANCA	7GCBC	NONE	84
878	732KS	061988	TRES PINOS, CA	CESSNA	210M	NONE	80
879	25409	061088	REDDING, CA	CESSNA	152	NONE	76
880	66167	060788	RAMONA, CA	CESSNA	150M	NONE	72
881	73969	031188	OCEANSIDE, CA	BELL	47G-2A-1	MINOR	56
882	3178C	022288	SAN ANDREAS, CA	CESSNA	R182	SERIOUS	54
883	40808	071688	COMPTON, CA	PIPER	PA-28-140	FATAL	98
884	4724M	100288	LEVELOCK, AK	PIPER	PA-11	MINOR	22
885	122SC	100388	KODIAK, AK	CESSNA	206	MINOR	24
886	99Y	071388	KEY WEST, FL	CLASSIC	YMF-5	NONE	124
887	144TH	071388	ZELLWOOD, FL	HAHN	RV-4	NONE	122
888	3983J	071688	KEYSTONE HEIGHT, FL	CESSNA	150G	NONE	126
889	62391	050488	WINTERS, CA	HILLER	UH-12E	NONE	64
890	26AW	022488	PRESCOTT, AZ	CESSNA	180A	NONE	50
891	79Y	080288	BREA, CA	CESSNA	T-210	FATAL	100
892	2636R	090588	HENDERSONVILLE, NC	CESSNA	182K	NONE	262
893	8048A	070888	ROCKFORD, IL	CESSNA	170B	NONE	158
894	7151P	060888	BEDFORD, IN	PIPER	PA-24-250	NONE	166
895	473DA	083188	DALLAS/FT WORTH, TX	BOEING	727-232	FATAL	380
896	212FR	051888	LE FLORE, OK	CESSNA	172P	FATAL	312
897	280FX	071688	MENOMINEE, MI	ENSTROM	280FX	NONE	214
898	2496K	070288	GRAFTON, WI	PIPER	PA-38-112	MINOR	404
899	63178	063088	LONSDALE, MN	CESSNA	150M	MINOR	220
900	84405	062488	KENOSHA, WI	AERONCA	7BCM	NONE	402
901	5574A	061088	LAKE CITY, MI	KOOPSEN	MILLER SPO	NONE	212

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902	14142	022488	SCHOOLCRAFT, MI	NORTH AMERIC	T-28A	MINOR	210
903	2609G	061088	MCCORMICK, SC	PIPER	PA-38-112	NONE	338
904	5921T	042488	WATKINSVILLE, GA	CESSNA	150D	NONE	134
905	5089P	041288	CENTER VILLAGE, OH	CESSNA	152	NONE	292
906	7956Z	040788	FUNSTON, GA	CESSNA	150C	NONE	132
907	300W	042988	CYNTHIANA, KY	BEECH	E 18S	NONE	186
908	23TW	062788	LAKE TAHOE, CA	CESSNA	152	SERIOUS	92
909	4833E	062688	LA GRANGE, CA	CESSNA	172N	NONE	90
910	4080X	072388	BRINKLEY, AR	ROCKWELL	S2R	NONE	42
911	94045	061988	FLORENCE, MO	ERCOUPE	415-C	NONE	232
912	8240B	051288	CONCORDIA, KS	CESSNA	172	MINOR	172
913	3475V	082988	REED SPRINGS, MO	CESSNA	150	SERIOUS	248
914	7546	062888	WARRENSBURG, MO	SCHWEIZER	2-33	NONE	234
915	6525F	062388	TROUSDALE, KS	CESSNA	150	NONE	174
916	44140	062988	DETROIT LAKES, MN	PIPER	PA-28R-200	NONE	218
917	1491Q	042588	KNOXVILLE, TN	CESSNA	150L	SERIOUS	346
918	210BB	090788	DALLAS, TX	BOLKOW	B0-105C	NONE	382
919	6474F	083088	OKLAHOMA CITY, OK	CESSNA	150F	NONE	324
920	2550Q	082488	WHITNEY, TX	CESSNA	150K	NONE	376
921	89271	082088	ADA, OK	CESSNA	152	NONE	322
922	48585	062988	CHENEYVILLE, LA	SCHWEIZER	G-164B	MINOR	198
923	6685Q	081988	CATAHOULA, LA	SCHWEIZER	G-164B	NONE	204
924	6449Y	060488	RUSTON, LA	CESSNA	T-210N	MINOR	192
925	29WH	052388	TOMBALL, TX	HUDSON	MUSTANG II	NONE	360
926	979X	081488	RAYNE, LA	GRUMMAN	G-164A	SERIOUS	202

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927	7048A	092188	PANACEA, FL	CESSNA	172	NONE	128
928	43046	090588	WAYNESBORO, MS	PIPER	PA-32-300	MINOR	250
929	736EK	100788	LEXINGTON, NC	CESSNA	182	MINOR	264
930	7704C	100888	WEST JEFFERSON, NC	NORTH AMERIC	T-6G	SERIOUS	266
931	5813X	082688	NEHALEM, OR	MOONEY	M20J	MINOR	328
932	6419M	082388	SEATTLE, WA	CESSNA	152	NONE	392
933	4393U	082088	ATHOL, ID	CESSNA	150D	NONE	152
934	711HM	081888	RENO, NV	MACE	R-2	FATAL	288
935	554T	071288	MINDEN, NV	SCHEMPT-HIRT	DISCUS B	NONE	282
935	130JB	071288	MINDEN, NV	SCHEMPT-HIRT	DISCUS A	NONE	284
936	759GJ	031488	BATAVIA, NY	CESSNA	182	NONE	290
937	6783K	082288	DANCYVILLE, TN	GRUMMAN	G-164B	NONE	350
938	55786	052088	TERRE HAUTE, IN	PIPER	PA-28R-200	NONE	164
939	80208	070988	TOPEKA, KS	CESSNA	172	NONE	178
940	4878S	070288	COLORADO SPRING, CO	PIPER	PA-32-260	NONE	118
941	2754A	062688	MISSOULA, MT	BELL	206B3	NONE	254
942	2262E	061488	RIFLE, CO	CESSNA	172	MINOR	112
943	29168	072788	LAMAR, MO	CESSNA	172	NONE	242
943	5017S	072788	LAMAR, MO	AIR TRACTOR	AT-301	NONE	244
944	33284	062988	HEALDSBURG, CA	CESSNA	206F	MINOR	94
945	67360	052988	DES MOINES, IA	CESSNA	152	NONE	144
946	9653	053188	HICKORY RIDGE, AR	GRUMMAN	G-164A	NONE	36
947	6868H	063088	RIALTO, CA	PIPER	J3	NONE	96
948	44753	062388	PORTAGE, WI	PIPER	PA-28-180	NONE	398
948	3865E	062388	PORTAGE, WI	AERONCA	11AC	NONE	400

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949	8328A	063088	OLATHE, KS	PIPER	PA-32R-301	NONE	176
950	4234A	061888	ST. LOUIS, MO	VOLPAR	D18S	NONE	230
951	165SE	061688	SCRANTON, AR	AERO COMMAND	685	NONE	38
952	246PC	052988	SILAM SPRINGS, AR	PITTS	S-2	NONE	34
953	89443	052888	ST. CHARLES, MO	CESSNA	152	NONE	228
954	7222W	070788	MORAIN, OH	PIPER	PA-28-180	SERIOUS	304
954	8611U	070788	MORAIN, OH	CESSNA	172F	SERIOUS	306
955	2526A	090988	SEATTLE, WA	PIPER	PA-20	NONE	396
956	56312	090688	PRIEST RIVER, ID	MAULE	M5-235C	NONE	156
957	9806Y	081588	OREANA, ID	CHAMPION	7GCB	NONE	150
958	2984G	081388	SHELTON, WA	CASSUTT	III	FATAL	390
959	54JS	072788	GOULD, AR	GRUMMAN	G164-B	NONE	44
960	67Y	090688	CALDWELL, ID	YOUNG-OWENS	CASSUTT 3M	NONE	154
961	6347Q	072488	LAWRENCE, KS	MOONEY	M20-F	NONE	180
962	25EM	081388	FALLON, NV	BEECH	N35	MINOR	286
963	25496	070888	MARION, IA	BEECH	A-36	NONE	148
964	7947N	043088	WISE, VA	PIPER	PA-28-180	NONE	388
965	94251	042288	MONCKS CORNER, SC	CESSNA	152	MINOR	332
966	4186X	071588	ENGLAND, AR	ROCKWELL	S2R	NONE	40
967	8806B	071788	HOLDREGE, NE	EAGLE	DW-1	NONE	268
968	24DS	071688	BATTLECREEK, MI	SILLIMAN	HATZ CB-1	NONE	216
969	69161	051888	LEBANON, OH	PIPER	PA-28-161	MINOR	302
970	757VH	051888	FLORENCE, SC	CESSNA	152	NONE	336
971	8261L	051588	COLUMBUS, OH	PIPER	PA-28-181	NONE	300
972	5797B	082388	BAMBERG, SC	CESSNA	182	MINOR	342

File Order Listing - Issue No. 5, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
973	59039	062588	ANDREWS, NC	PIPER	PA-34-200T	NONE	260
974	8374U	052188	SHELLMAN, GA	CESSNA	172F	MINOR	136
975	82994	071088	ST. CHARLES, MO	AERONCA	7EC	NONE	238
975	2582B	071088	ST. CHARLES, MO	STINSON	L5	NONE	240
976	3850M	041488	MILFORD, UT	PIPER	PA-28-161	FATAL	384
978	8823F	090588	SALUDA, SC	HUGHES	269A	MINOR	344
979	4758E	092988	HILLSBORO, OR	CESSNA	185F	NONE	330
980	2811Q	090588	LEAVENWORTH, WA	CESSNA	172L	SERIOUS	394
981	772WM	071588	GALLUP, NM	BOEING	A75N1	NONE	278
982	1578J	071588	GALLUP, NM	PIPER	PA-28-140	MINOR	280
983	9807N	062988	COLLIERVILLE, TN	ADAMS BALLOO	A55S	SERIOUS	348
984	47190	062188	NEWBERRY, SC	AERONCA	O-58B	SERIOUS	340
985	3059G	091188	FAIRBANKS, AK	CHAMPION	7GCBC	NONE	16
986	9037R	091188	SKWENTNA, AK	CESSNA	188B	SERIOUS	14
987	3148M	091188	FAIRBANKS, AK	PIPER	PA-12	NONE	12
988	6470H	090988	BETHEL, AK	CESSNA	207	NONE	10
989	362X	090888	FAIRBANKS, AK	MAULE	M-5-235	NONE	8
990	5369B	090688	SEPTEMBER LAKE, AK	CESSNA	182TD	NONE	6
991	234E	090588	OSHETNA RIVER, AK	PIPER	PA-18	NONE	2
992	2483F	090688	FIGURE 8 LAKE, AK	CESSNA	180H	NONE	4
993	7688L	102388	HUSLIA, AK	PIPER	PA-18	SERIOUS	30
994	820AK	102188	SELDOVIA, AK	CESSNA	180	NONE	28
995	90574	101188	BONANZA HILLS, AK	DEHAVILLAND	DHC-3	NONE	26
996	61500	092188	CHIP RIVER, AK	CESSNA	185F	NONE	20
997	67207	091188	RUTH LAKE, AK	DEHAVILLAND	DHC-2	NONE	18

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
998	8257K	073088	WEST HELENA, AR	GRUMMAN	G-164B	NONE	48
999	6823K	073088	CHERRY VALLEY, AR	GRUMMAN	G-164B	NONE	46
1000	21779	073088	YORK, NE	CESSNA	188	NONE	270

FILE ORDER LISTING

ISSUE NUMBER 5

CALENDAR YEAR 1988

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 991 9/05/88 OSHETNA RIVER,AK A/C Reg. No. N234E Time (Lcl) - 1600 ADT

-----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 - TAKEOFF

Fire NONE
Crew
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-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - 700/ 10
Runway Surface - DIRT
Runway Status - ROUGH

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 67
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	3118
Last 24 Hrs	2
Make/Model-	400
Last 30 Days-	7
Instrument-	UNK/NR
Last 90 Days-	62
Multi-Eng -	62
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS ATTEMPTING TO TAKEOFF FROM AN EXTREMELY NARROW AND SHORT STRETCH OF LAND SITUATED NEAR A RIVER. HE HAD USED THIS OFF-AIRPORT, UNIMPROVED SITE FOR SEVERAL YEARS WITHOUT DIFFICULTY UNTIL THE ACCIDENT FLIGHT. ON THIS OCCASION, THE AIRPLANE HIT A BUMP, BECAME PREMATURELY AIRBORNE AND BOUNCED HARD ON THE RIGHT MAIN GEAR. THE GEAR COLLAPSED, AND THE AIRPLANE RECEIVED DAMAGE TO THE LEFT WING. THE PILOT SAID THAT THE ACCIDENT MAY HAVE BEEN PREVENTED HAD HE ELECTED TO WAIT FOR A HEAD WIND PRIOR TO ATTEMPTING THE TAKEOFF.

Brief of Accident (Continued)

File No. - 991

9/05/88

OSHETNA RIVER, AK

A/C Reg. No. N234E

Time (Lcl) - 1600 ADT

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

Finding(s)

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

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 992 9/06/88 FIGURE 8 LAKE, AK A/C Reg. No. N2483F Time (Lcl) - 2015 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	1
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 180H	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 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- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1400
SE LAND	Months Since - 26	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 8
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT AND HIS PASSENGER WERE UNINJURED FOLLOWING A FORCED LANDING ON A SURVEY TRAIL. THE PILOT RELATED THAT THE AIRPLANE RAN OUT OF FUEL, AND NOSED-OVER DURING THE LANDING ROLL ON THE SOFT SOIL. HE SAID THAT HE DID NOT VISUALLY INSPECT THE AIRPLANE'S FUEL TANKS PRIOR TO DEPARTURE, BUT THOUGHT HE HAD SUFFICIENT FUEL FOR THE LOCAL FLIGHT LOOKING FOR MOOSE. A REVEIW OF THE PILOT'S RECORDS SHOW THAT HIS LAST FAA MEDICAL CERTIFICATE HAD EXPIRED SIX YEARS PRIOR TO THE FLIGHT, AND THAT HE HAD NOT ACCOMPLISHED A BIENNIAL FLIGHT REVIEW WITHIN THE PROCEEDING 24 MONTHS.

Brief of Accident (Continued)

File No. - 992

9/06/88

FIGURE 8 LAKE, AK

A/C Reg. No. N2483F

Time (Lc1) - 2015 ADT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - 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

Brief of Accident

File No. - 990 9/06/88 SEPTEMBER LAKE, AK A/C Reg. No. N5369B Time (Lcl) - 1300 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	0
Accident Occurred During -TAKEOFF					

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

Make/Model - CESSNA 182TD	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	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	NAKNEK, AK	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 202
SE LAND	Months Since - 11	Last 24 Hrs - 4
	Aircraft Type - C-172TD	Make/Model- 145
		Instrument- UNK/NR
		Last 30 Days- 58
		Last 90 Days- 85
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE 202 HOUR PRIVATE PILOT WAS ATTEMPTING TO TAKEOFF IN A CESSNA 182 CONVERTED TO A CONVENTIONAL CONFIGURATION (TAILDRAGGER) FROM AN OFF-AIRPORT SITE IN RURAL ALASKA. THE PILOT REPORTED THAT A STRONG, GUSTY CROSSWIND PUSHED THE AIRPLANE OFF THE INTENDED TRACK EARLY IN THE TAKEOFF ROLL. THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL, AND THE AIRPLANE WENT DOWN A SMALL HILL AND RECEIVED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 990

9/06/88

SEPTEMBER LAKE, AK

A/C Reg. No. N5369B

Time (Lcl) - 1300 ADT

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

Finding(s)

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

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

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. - 989 9/08/88 FAIRBANKS, AK A/C Reg. No. N362X Time (Lcl) - 2115 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0

Injuries

Serious

Minor

None

0 0 0 0

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

Make/Model - MAULE M-5-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 11329	Last 24 Hrs	- 5
Make/Model	- UNK/NR	Last 30 Days	- 43
Instrument	- 527	Last 90 Days	- 106
Multi-Eng	- 9281	Rotorcraft	- 106

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PILOT HAD DROPPED TWO HUNTERS OFF AT THEIR CAMPSITE, AND WAS TAXIING FOR TAKEOFF ON AN UNLIGHTED GRAVEL BAR AT DUSK. HE MISJUDGED THE END OF THE GRAVEL BAR IN THE FADING LIGHT AND TAXIED OFF A FOUR FOOT EMBANKMENT.

Brief of Accident (Continued)

File No. - 989

9/08/88

FAIRBANKS, AK

A/C Reg. No. N362X

Time (Lcl) - 2115 ADT

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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

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

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

Brief of Accident

File No. - 988 9/09/88 BETHEL, AK A/C Reg. No. N6470H Time (Lcl) - 2158 ADT

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

Type Operating Certificate-COMMUTER

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

1

1

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

Make/Model - CESSNA 207

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3800

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F13B

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/016 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - 10000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

KWIGILLINOK, AK

Airport Proximity

ON AIRPORT

Airport Data

BETHEL

Runway Ident - 36

Runway Lth/Wid - 6399/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 41

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 - 1107

Make/Model- 4

Instrument- 143

Multi-Eng - 173

Last 24 Hrs - 0

Last 30 Days- 11

Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS AN AIRCRAFT MECHANIC FOR THE OPERATOR OF THE AIRPLANE, AND WAS ENROUTE TO ANOTHER AIRPORT TO REPAIR A COMPANY AIRPLANE. THE PILOT STATED THAT HE DID NOT DO A COMPLETE JOB OF PREFLIGHTING THE AIRPLANE, AND ATTEMPTED TO TAKEOFF WITH THE CONTROL WHEEL LOCK (A NAIL) STILL IN PLACE. HE TRIED UNSUCCESSFULLY TO REMOVE THE NAIL, AND THEN TRIED TO ABORT THE TAKEOFF, BUT WAS UNABLE TO STOP THE AIRPLANE BEFORE IT RAN OFF THE END OF THE RUNWAY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 988

9/09/88

BETHEL, AK

A/C Reg. No. N6470H

Time (Lcl) - 2158 ADT

Occurrence #1 OVERRUN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT CONTROL, GUST LOCK - ENGAGED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT

Occurrence #2 NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 987 9/11/88 FAIRBANKS, AK A/C Reg. No. N3148M Time (Lcl) - 1800 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	1
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1935	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 924
SE LAND, SE SEA	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - PA-12	Make/Model- 160
		Last 30 Days- 24
		Instrument- 13
		Last 90 Days- 50
		Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT STATED THAT HE WAS ATTEMPTING TO LAND ON A GRAVEL BAR WHEN THE AIRPLANE ENCOUNTERED A SOFT SPOT AND NOSED OVER. HE SAID THAT A CONTRIBUTING FACTOR IN THE ACCIDENT WAS THAT HE HAD APPLIED HIS BRAKES TOO STRONGLY EARLY IN THE LANDING ROLL, AND HAD LOCKED THE BRAKES PRIOR TO ENCOUNTERING THE SOFT SPOT, ACCENTUATING THE TENDENCY FOR THE AIRPLANE TO NOSE OVER.

Brief of Accident (Continued)

File No. - 987

9/11/88

FAIRBANKS, AK

A/C Reg. No. N3148M

Time (Lc1) - 1800 ADT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

Brief of Accident

File No. - 986 9/11/88 SKWENTNA,AK A/C Reg. No. N9037R Time (Lcl) - 1415 ADT

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

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

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

Make/Model - CESSNA 188B	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WILLOW,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 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 - NONE	
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)
ATP	Current - UNK/NR	Total - 8500
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- 150
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 3000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 3000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE AIRLINE TRANSPORT RATED PILOT WAS FLYING A LOAD OF GASOLINE IN A CROP DUSTER TYPE AIRPLANE TO A RESIDENCE IN RURAL ALASKA. THE LANDING SITE WAS A RIVER SAND BAR LOCATED NEAR THE RESIDENCE. THE PILOT STATED, AND WITNESSES CONCUR, THAT THE AIRPLANE'S MAIN LANDING GEAR ENCOUNTERED A SOFT SPOT DURING THE LANDING ROLL AND NOSED OVER. THE PILOT SUFFERED SERIOUS NECK INJURIES IN THE MISHAP. ANOTHER PILOT, WHO WAS ALSO ENGAGED IN HAULING GASOLINE TO THE SAME SITE, SAYS THAT THE ACCIDENT AIRPLANE LANDED OFF TO ONE SIDE FROM THE AREA GENERALLY USED AS A LANDING SITE.

Brief of Accident (Continued)

File No. - 986

9/11/88

SKWENTNA,AK

A/C Reg. No. N9037R

Time (Lc1) - 1415 ADT

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 985 9/11/88 FAIRBANKS, AK A/C. Reg. No. N3059G Time (Lcl) - 2220 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire - NONE

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

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

Make/Model - CHAMPION 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 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- 070/010 KTS
Visibility - 5.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BROOKS RANGE, AK

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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 - 44

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - 7GCBC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1600

Make/Model- 1400

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 6

Last 30 Days- 15

Last 90 Days- 40

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT AND HIS SON WERE RETURNING FROM A HUNTING TRIP WHEN THE AIRPLANE RAN OUT OF FUEL. THE PILOT ATTEMPTED AN EMERGENCY LANDING ON AN UNLIGHTED ROADWAY AND STRUCK A TELEPHONE WIRE OR SMALL POWERLINE DURING THE APPROACH. THE AIRPLANE LANDED HARD ON THE ROAD, AND BOUNCED OFF THE ROADWAY AND INTO THE ADJOINING BRUSH. THE PILOT SAID THAT HE HAD ELECTED TO DEVIATE AROUND AN AREA OF MARGINAL VFR WEATHER, AND USED A GREATER AMOUNT OF FUEL THAN ANTICIPATED. THE AIRPLANE LANDED ABOUT TWO MILES SHORT OF ITS INTENDED DESTINATION.

Brief of Accident (Continued)

File No. - 985

9/11/88

FAIRBANKS, AK

A/C Reg. No. N3059G

Time (Lc1) - 2220 ADT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
 4. OBJECT - WIRE, TRANSMISSION
-

----Probable Cause----

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

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. - 997 9/11/88 RUTH LAKE, AK A/C Reg. No. N67207 Time (Lcl) - 1600 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-BRANCH RIVER AIR SERVICE	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						2

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

Make/Model	- DEHAVILLAND DHC-2	Eng Make/Model	- P & W R-985-AN1	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 5090	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 8	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- FSS	OFF AIRPORT/STRIP
Method	- IN PERSON	
Completeness	- UNK/NR	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- VARIABLE/007 KTS	- N/A
Visibility	- 20.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- N/A	- N/A
Lowest Ceiling	- 2500 FT BROKEN	Runway Surface
Obstructions to Vision	- NONE	- WATER
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- WATER-CALM

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 8900	Last 24 Hrs - 2
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model - 2700	Last 30 Days - 127
	Aircraft Type - UNK/NR	Instrument - 320	Last 90 Days - 369
		Multi-Eng - 350	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIR TAXI PILOT WAS ATTEMPTING TO LAND HIS FLOAT-EQUIPPED AIRPLANE ON A REMOTE MOUNTAIN LAKE IN GUSTY WIND CONDITIONS. HE STATED THAT HE TOUCHED DOWN WITH A TAILWIND COMPONENT OF APPROXIMATELY 5 KNOTS, BUT THAT THE TAILWIND INCREASED RAPIDLY DURING A GUST, CAUSING THE AIRPLANE TO DECELERATE MUCH LESS QUICKLY THAN HE HAD ANTICIPATED. THE AIRPLANE STRUCK THE BEACH WITH ENOUGH FORWARD VELOCITY TO CAUSE IT TO NOSE OVER.

Brief of Accident (Continued)

File No. - 997

9/11/88

RUTH LAKE, AK

A/C Reg. No. N67207

Time (Lc1) - 1600 ADT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 4. WEATHER CONDITION - TAILWIND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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. - 996 9/21/88 CHIP RIVER, AK A/C Reg. No. N61500 Time (Lcl) - 0947 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-CAPE SMYTHE AIR SERVICE	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3	
Accident Occurred During	-LANDING							

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

Make/Model	- CESSNA 185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BARROW, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - 700 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3500	Last 24 Hrs - UNK/NR
SE LAND, SE SEA	Months Since - 3	Make/Model - 200	Last 30 Days - UNK/NR
	Aircraft Type - C-207	Instrument - 120	Last 90 Days - UNK/NR
		Multi-Eng - 750	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIR TAXI PILOT WAS ATTEMPTING TO LAND ON THE SNOW COVERED TUNDRA NEAR HIS PASSENGER'S FISH CAMP. THE TUNDRA HAD NOT YET FROZEN SUFFICIENTLY TO SUPPORT THE WEIGHT OF THE AIRPLANE, AND THE MAIN LANDING GEAR QUICKLY BECAME MIRE IN THE SOFT SOIL, CAUSING THE AIRPLANE TO DECELERATE RAPIDLY AND NOSE OVER.

Brief of Accident (Continued)

File No. - 996

9/21/88

CHIP RIVER, AK

A/C Reg. No. N61500

Time (Lcl) - 0947 ADT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

Brief of Accident

File No. - 884 10/02/88 LEVELOCK, AK A/C Reg. No. N4724M Time (Lcl) - 1545 ADT

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

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

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

Make/Model - PIPER PA-11	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - 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 - 50	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 100
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 60
		Instrument- 0
		Last 30 Days- 5
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS AT APPROXIMATELY 250 TO 300 FEET ABOVE SEA LEVEL, AND WAS EXECUTING A 360 DEGREE TURN TO THE LEFT WHEN THE AIRPLANE STALLED AND CRASHED IN THE RIVER. THE PILOT REPORTED THAT HE HAS NEVER HELD A FAA PILOT OR MEDICAL CERTIFICATE.

Brief of Accident (Continued)

File No. - 884

10/02/88

LEVELOCK,AK

A/C Reg. No. N4724M

Time (Lc1) - 1545 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - UNQUALIFIED PERSON
 2. STALL - NOT UNDERSTOOD - UNQUALIFIED PERSON
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 885 10/03/88 KODIAK, AK A/C Reg. No. N122SC Time (Lcl) - 1500 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier -PENINSULA AIRWAYS, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	2	0
Accident Occurred During -DESCENT						

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

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 1500 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point KILIUDA BAY, AK</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - COMPANY (VFR)</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND, SE SEA</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-206</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Total - 6700</td> <td style="width: 50%;">Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 3750</td> <td>Last 30 Days- 75</td> </tr> <tr> <td>Instrument- 60</td> <td>Last 90 Days- 240</td> </tr> <tr> <td>Multi-Eng - 380</td> <td></td> </tr> </table>	Total - 6700	Last 24 Hrs - 1	Make/Model- 3750	Last 30 Days- 75	Instrument- 60	Last 90 Days- 240	Multi-Eng - 380	
Total - 6700	Last 24 Hrs - 1									
Make/Model- 3750	Last 30 Days- 75									
Instrument- 60	Last 90 Days- 240									
Multi-Eng - 380										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE FLYING THROUGH A MOUNTAIN PASS THE PILOT ENCOUNTERED A HIGH WIND CONDITION. THE PILOT LOST CONTROL OF THE AIRPLANE, AND THE AIRPLANE CRASHED AT THE 900 FOOT LEVEL.

Brief of Accident (Continued)

File No. - 885

10/03/88

KODIAK, AK

A/C Reg. No. N122SC

Time (Lcl) - 1500 ADT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 995 10/11/88 BONANZA HILLS, AK A/C Reg. No. N90574 Time (Lcl) - 1600 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

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

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

Make/Model - DEHAVILLAND DHC-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 8000
No. of Seats - 9

Eng Make/Model - P & W R-1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 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- 006 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORT ALSWORTH, AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRAVEL
Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA
HELICOPTER

Age - 41

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	- 8900	Last 24 Hrs	- UNK/NR
Make/Model-	1400	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL PILOT WAS ATTEMPTING TO LAND ON A PRIVATE GRAVEL AIRSTRIP IN RURAL ALASKA. DURING THE LANDING ROLL, THE LEFT MAIN LANDING GEAR ENCOUNTERED SNOW ALONG THE RUNWAY EDGE AND VEERED SHARPLY TO THE LEFT AND OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 995

10/11/88

BONANZA HILLS, AK

A/C Reg. No. N90574

Time (Lcl) - 1600 ADT

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

Finding(s)

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 994 10/21/88 SELDOVIA, AK

A/C Reg. No. N820AK

Time (Lcl) - 1700 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - C-180

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

Total - 734
Make/Model- 573
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- 20
Last 90 Days- 50
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS ATTEMPTING TO LAND HIS CESSNA 180 AIRPLANE ON THE BEACH NEAR SELDOVIA, AK. THE MAIN LANDING GEAR ENCOUNTERED A SOFT SPOT DURING THE LANDING ROLL, AND THE AIRPLANE NOSED OVER. AFTERWARD, THE PILOT ELECTED TO FLY THE AIRPLANE TO ITS HOME BASE 150 MILES FROM THE ACCIDENT SITE WITHOUT OBTAINING A FERRY PERMIT OR HAVING THE AIRPLANE EXAMINED BY A CERTIFIED AIRPLANE MECHANIC. THE AIRPLANE HAD SUSTAINED MAJOR STRUCTURAL DAMAGE TO THE WING SPAR AND FUSELAGE. THE PILOT DID NOT REPORT THE ACCIDENT UNTIL QUESTIONED BY THE NTSB.

Brief of Accident (Continued)

File No. - 994

10/21/88

SELDOVIA, AK

A/C Reg. No. N820AK

Time (Lcl) - 1700 ADT

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 993 10/23/88 HUSLIA,AK A/C Reg. No. N7688L Time (Lc1) - 1100 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - 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- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2500
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT AND HIS ADULT MALE PASSENGER WERE BOTH SEVERELY BURNED WHEN THE PILOT'S PIPER PA-18 CRASHED AND BURNED FOLLOWING A LOW ALTITUDE STALL AND IMPACT WITH TREES. THE PILOT'S WIFE STATED THAT HER HUSBAND TOLD HER THAT HE WAS SHOWING HIS PASSENGER A BEAR DEN WHEN HE LOST CONTROL OF THE AIRPLANE AND CRASHED. HE SAID THAT THEY WERE NOT INJURED ON IMPACT, BUT DURING THE POST CRASH FIRE AND ESCAPE. DESPITE THEIR SERIOUS BURNS, THEY WALKED 5 MILES IN 0 DEGREE TEMPERATURE FOR MEDICAL TREATMENT.

Brief of Accident (Continued)

File No. - 993

10/23/88

HUSLIA,AK

A/C Reg. No. N7688L

Time (Lc1) - 1100 ADT

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

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. ALTITUDE - IMPROPER - PILOT IN COMMAND
 3. DIVERTED ATTENTION - PILOT IN COMMAND
 4. STALL - UNCONTROLLED -
-

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. - 864 5/26/88 GRUBBS,AR A/C.Reg. No. N4237 Time (Lcl) - 1500 CDT

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

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

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

Make/Model - GRUMMAN G-164A	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 - 3725	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	GRUBBS,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6616
SE LAND	Months Since - 11	Make/Model- 3316
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE EXPERIENCED A TOTAL LOSS OF ENGINE POWER SHORTLY AFTER TAKEOFF FROM AN AGRICULTURE STRIP NEAR GRUBBS, ARKANSAS. THE PILOT EXECUTED A FORCED LANDING INTO A FLOODED RICE FIELD. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. THE ENGINE FROM THE AIRCRAFT WAS EXAMINED AND RUN FOR ONE HOUR WITHOUT DIFFICULTY. THE CAUSE OF THE ENGINE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 864

5/26/88

GRUBBS, AR

A/C Reg. No. N4237

Time (Lcl) - 1500 CDT

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

Finding(s)

2. TERRAIN CONDITION - WATER

-----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. - 952 5/29/88 SILOAM SPRINGS, AR A/C Reg. No. N246PC Time (Lcl) - 1930 CDT

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

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

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

Make/Model - PITTS S-2	Eng Make/Model - LYCOMING IO-540-D4A5AB	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FORT SMITH, AR	SILOAM SPRINGS
Wind Dir/Speed- 140/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4985/ 75
Lowest Sky/Clouds - 25000 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	Current - YES	Total - 1497
SE LAND, ME LAND	Months Since - 1	Make/Model- 20
	Aircraft Type - A-36	Instrument- 341
		Multi-Eng - 401
		Last 24 Hrs - 2
		Last 30 Days- 35
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT AFTER TAKEOFF AND REACHING A SAFE ALTITUDE, HE MADE AN IMMEDIATE HARD LEFT TURN RESULTING IN A LOSS OF CONTROL. PILOT DID NOT RECOVER FROM THE RESULTANT STALL.

Brief of Accident (Continued)

File No. - 952

5/29/88

SILOAM SPRINGS, AR

A/C Reg. No. N246PC

Time (Lcl) - 1930 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. STALL/MUSH - 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. - 946 5/31/88 HICKORY RIDGE, AR A/C Reg. No. N9653 Time (Lcl) - 1330 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WYNNE, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HESS PVT
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2300
SE LAND	Months Since - 11	Make/Model- 1978
	Aircraft Type - C-180	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 7
		Last 30 Days- 86
		Last 90 Days- 86
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EXECUTING A STANDARD PROCEDURE AERIAL APPLICATION TURN AROUND MANEUVER, THE ACFT BEGAN TO SETTLE. THE PLT DUMPED HIS REMAINING CHEMICAL LOAD, BUT ACFT CONTINUED TO SETTLE, AND MUSHED INTO THE TREES. POST ACCIDENT FIRE DESTROYED THE ACFT, BUT THE PLT ESCAPED WITH NO INJURIES. THE PLT SAID THAT THERE WERE NUMEROUS DUST DEVILS IN THE AREA AND HE CLASSIFIED THE TURBULENCE AS SEVERE.

Brief of Accident (Continued)

File No. - 946

5/31/88

HICKORY RIDGE, AR

A/C Reg. No. N9653

Time (Lcl) - 1330 CDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
 4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 951 6/16/88 SCRANTON, AR A/C Reg. No. N165SE Time (Lcl) - 0630 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - AERO COMMANDER 685
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 9000
No. of Seats - 9

Eng Make/Model - CONTINENTAL GTS10-520K
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 435 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SCRANTON, AR
Destination
CLARKSVILLE, AR

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

ROGERS LANDING
Runway Ident - 12
Runway Lth/Wid - 2400 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 63
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 13560
Make/Model-	820
Instrument-	135
Multi-Eng -	5120
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF FROM A 2400 FOOT SOD STRIP, THE PIC SAID THE ACFT BEGAN TO SETTLE, ALTHOUGH BOTH ENGINES WERE DELIVERING TAKEOFF POWER AND RPM, AND LIFTOFF SPEEDS WERE PROPER. THE ACFT SETTLED BACK TO THE RUNWAY AND CAREENED OFF ON TO THE OVERRUN SUBSTANTIALLY DAMAGING THE ACFT. THE CLOSEST WEATHER REPORTING FACILITY REPORTED NORTH WINDS. THE TAKEOFF WAS ATTEMPTED TO THE SOUTH. POST ACCIDENT INVESTIGATION REVEALED NO IRREGULARITIES IN THE POWERPLANTS OR FUEL SYSTEMS. A CHECK OF THE AIRSPEED INDICATOR WAS MADE AND IT WAS WITHIN TOLERANCE LIMITS.

Brief of Accident (Continued)

File No. - 951

6/16/88

SCRANTON, AR

A/C Reg. No. N165SE

Time (Lc1) - 0630 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF - INITIAL CLIMB

1. WEATHER CONDITION - TAILWIND

2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 966 7/15/88 ENGLAND, AR A/C Reg. No. N4186X Time (Lcl) - 0910 CDT

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

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

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

Make/Model - ROCKWELL 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 - YES
Max Gross Wt - 6000	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- 180/014 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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 7631
SE LAND	Months Since - 7	Make/Model- 430
	Aircraft Type - C-182	Instrument- 397
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HE HAD BEEN FLYING UNDER POWER LINES DURING AN AERIAL APPLICATION OPERATION, AND WHILE PERFORMING HIS DOWNWIND PASS, AN UPDRAFT CAUSED HIM TO COLLIDE WITH THE BOTTOM WIRES. HE LOST CONTROL OF THE AIRCRAFT AND COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 966

7/15/88

ENGLAND, AR

A/C Reg. No. N4186X

Time (Lcl) - 0910 CDT

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

Finding(s)

1. WEATHER CONDITION - UPDRAFT
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 910 7/23/88 BRINKLEY, AR A/C Reg. No. N4080X Time (Lc1) - 0900 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	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 - LANDING		0	0	0	0

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

Make/Model - ROCKWELL 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 - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - 18
Wind Dir/Speed- 230/003 KTS	ATC/Airspace	Runway Lth/Wid - 3000/ 100
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1620
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKE-OFF ROLL FOR AN AERIAL APPLICATION OPERATION, THE PILOT SAID HE LOST HIS LEFT WHEEL BRAKING CAPABILITY. HE CONTINUED THE TAKE-OFF, FLEW TO THE FARM FIELD TO BE TREATED, APPLIED THE LOAD, THEN RETURNED TO A NEAR BY ALTERNATE LANDING STRIP BECAUSE OF A LONGER RUNWAY AND FACILITIES. DURING THE LANDING ROLL, DIRECTIONAL CONTROL WAS LOST. THE ACFT VEERED TO THE RIGHT, RAN OFF THE RUNWAY AND STRUCK A DITCH.

Brief of Accident (Continued)

File No. - 910

7/23/88

BRINKLEY, AR

A/C Reg. No. N4080X

Time (Lcl) - 0900 CDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 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) 2

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

Brief of Accident

File No. - 959 7/27/88 GOULD,AR

A/C Reg. No. N54JUS

Time (Lcl) - 1730 CDT

-----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

Accident Occurred During -LANDING

Fire

NONE

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

Make/Model - GRUMMAN G164-B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 5200

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- 110/004 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 AIRSTRIP

Airport Data

RALEY

Runway Ident - 09

Runway Lth/Wid - UNK/NR

Runway Surface - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - G-164-B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6500

Make/Model- 4000

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 250

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT WHILE RETURNING FROM AN AERIAL APPLICATION OPERATION, HE LOST DIRECTIONAL CONTROL DURING THE LDG. HE VEERED OFF THE CONCRETE RUNWAY, INTO THE SOFT, TALL GRASS BORDER, AND NOSED OVER.

Brief of Accident (Continued)

File No. - 959

7/27/88

GOULD, AR

A/C Reg. No. N54JS

Time (Lcl) - 1730 CDT

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 - SOFT
 3. TERRAIN CONDITION - HIGH VEGETATION
-

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

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

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

Brief of Accident

File No. - 999 7/30/88 CHERRY VALLEY, AR A/C Reg. No. N6823K Time (Lcl) - 0800 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-164B	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	ON AIRSTRIP
Method - N/A	CHERRY VALLEY, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BURNETTE
Wind Dir/Speed- 340/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4583
SE LAND	Months Since - UNK/NR	Make/Model- 3000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 10
		Last 30 Days- 150
		Last 90 Days- 310
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT SHORTLY AFTER TAKEOFF, HE HAD A PARTIAL POWER LOSS. HE DUMPED HIS CHEMICAL LOAD AND ATTEMPTED TO RETURN FOR LANDING. WHILE TURNING THE ENGINE SUFFERED A COMPLETE LOSS OF POWER. HE ATTEMPTED TO LAND, BUT ON THE ROLL OUT, ACFT NOSED OVER IN THE SOFT TERRAIN. THE CAUSE OF THE ENGINE FAILURE WAS UNDETERMINED.

Brief of Accident (Continued)

File No. - 999

7/30/88

CHERRY VALLEY, AR

A/C Reg. No. N6823K

Time (Lc1) - 0800 CDT

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

Finding(s)

1. POWERPLANT - UNDETERMINED
 2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 998 7/30/88 WEST HELENA, AR A/C Reg. No. N8257K 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
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-DESCENT					

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

Make/Model	- GRUMMAN G-164B	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-----

<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- 220/003 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">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;">WEST HELENA</p> <p style="padding-left: 20px;">Runway Ident - 27</p> <p style="padding-left: 20px;">Runway Lth/Wid - 3600/ 80</p> <p style="padding-left: 20px;">Runway Surface - N/A</p> <p style="padding-left: 20px;">Runway Status -N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 17</p> <p style="padding-left: 20px;">Aircraft Type - C-182</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 7000</td> <td>Last 24 Hrs</td> <td>- 6</td> </tr> <tr> <td>Make/Model</td> <td>- 5000</td> <td>Last 30 Days</td> <td>- 100</td> </tr> <tr> <td>Instrument</td> <td>- UNK/NR</td> <td>Last 90 Days</td> <td>- 300</td> </tr> <tr> <td>Multi-Eng</td> <td>- 0</td> <td>Rotorcraft</td> <td>- 0</td> </tr> </table>	Total	- 7000	Last 24 Hrs	- 6	Make/Model	- 5000	Last 30 Days	- 100	Instrument	- UNK/NR	Last 90 Days	- 300	Multi-Eng	- 0	Rotorcraft	- 0
Total	- 7000	Last 24 Hrs	- 6															
Make/Model	- 5000	Last 30 Days	- 100															
Instrument	- UNK/NR	Last 90 Days	- 300															
Multi-Eng	- 0	Rotorcraft	- 0															

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID, WHILE ENROUTE TO AN AERIAL APPLICATION OPERATION, THE ENGINE LOST POWER AND AN EMERGENCY LDG WAS MADE INTO THE TREES. POST ACCIDENT INVESTIGATION REVEALED THAT AN INTAKE VALVE ON NUMBER 9 CYLINDER HAD FAILED.

Brief of Accident (Continued)

File No. - 998

7/30/88

WEST HELENA, AR

A/C Reg. No. N8257K

Time (Lc1) - 1030 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE, INTAKE - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - TREE(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) 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. - 890 2/24/88 PRESCOTT,AZ A/C Reg. No. N26AW Time (Lcl) - 1640 MST

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

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

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

Make/Model - CESSNA 180A	Eng Make/Model - CONTINENTAL O-470-K	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LOS LUNAS,NM	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LOVE FIELD
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 65.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7608/ 150
Lowest Sky/Clouds - 28000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 8245
SE LAND,ME LAND,SE SEA	Months Since - 1	Last 24 Hrs - 7
	Aircraft Type - J-3	Make/Model- 52
		Last 30 Days- 40
		Instrument- 502
		Last 90 Days- 135
		Multi-Eng - 3500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE DUAL PRIMARY CROSS COUNTRY FLIGHT, THE STUDENT WAS MAKING THE APPROACH AND LANDING AT PRESCOTT. THE CFI SAID THAT THE APPROACH AND TOUCHDOWN WERE NORMAL, HOWEVER, THE AIRCRAFT BEGAN DRIFTING TO THE RIGHT IN A GRADUAL TURN AS THE AIRCRAFT SLOWED. THE STUDENT'S CONTROL INPUTS TO CORRECT THE RIGHT TURN WERE UNSUCCESSFUL AND THE AIRCRAFT GROUND LOOPED IN THE SOFT SOIL OFF THE RIGHT SIDE OF THE RUNWAY. THE CFI STATED THAT HE "PROBABLY WAITED TOO LONG TO TAKE THE AIRCRAFT" FROM THE STUDENT, WHOM HE DESCRIBED AS "AN EXCELLENT STUDENT." SUBSEQUENT EXAMINATION OF THE AIRCRAFT BY A REPAIR STATION REVEALED THAT THE TAIL WHEEL STEERING PAWL WAS BROKEN AND WOULD ONLY STEER THE AIRCRAFT TO THE RIGHT AND WOULD NOT ENGAGE TO THE LEFT AT ALL. EXAMINATION OF THE CFI'S LOGBOOK REVEALED THAT HE ONLY HAD ABOUT 150 HOURS AS A CFI. ALL OF THE STUDENT'S FLIGHT TIME WAS ACCRUED IN CESSNA 120 & 180 MODEL AIRCRAFT.

Brief of Accident (Continued)

File No. - 890

2/24/88

PRESCOTT,AZ

A/C Reg. No. N26AW

Time (Lc1) - 1640 MST

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

Finding(s)

1. LANDING GEAR,STEERING SYSTEM - LOSS,PARTIAL
2. DIRECTIONAL CONTROL - RESTRICTED -
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
6. LANDING GEAR,NOSE GEAR - SEPARATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 874 6/13/88 SCOTTSDALE, AZ A/C Reg. No. N49792 Time (Lcl) - 1800 MST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1675	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	SCOTTSDALE
Wind Dir/Speed- 130/006 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8215/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 36
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 36
		Last 30 Days- 13
		Instrument- 0
		Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING THE THIRD SUPERVISED SOLO, DURING THE FIRST LANDING, THE PILOT LOST CONTROL OF THE AIRPLANE WHICH VEERED OFF THE RUNWAY. THE AIRPLANE CAME TO REST INVERTED. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 874

6/13/88

SCOTTSDALE, AZ

A/C Reg. No. N49792

Time (Lcl) - 1800 MST

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 - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 882 2/22/88 SAN ANDREAS, CA A/C Reg. No. N3178C Time (Lcl) - 0030 PDT

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

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

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

Make/Model	- CESSNA R182	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

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

<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- CALM</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAN JOSE, CA</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>GO AROUND</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>CALAVERAS CO.</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 3600/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 250</p> <p>Make/Model- 18</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A NIGHT FLIGHT THE PLT ATTEMPTED TO LAND ON A 3600-FT-LONG RWY. HE MISJUDGED HIS ALTITUDE, TOUCHED DOWN LONG & ATTEMPTED TO GO-AROUND. THE ACFT BECAME AIRBORNE & UPON PASSING THE AIRPORT'S BOUNDARY IT COLLIDED WITH A FENCE & CRASHED. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 882

2/22/88

SAN ANDREAS, CA

A/C Reg. No. N3178C

Time (Lc1) - 0030 PDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 881 3/11/88 OCEANSIDE, CA A/C Reg. No. N73969 Time (Lcl) - 1230 PST

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

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

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

Make/Model - BELL 47G-2A-1	Eng Make/Model - LYCOMING VO-435	ELT Installed/Activated - UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 265 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	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-U.S. CERTIFICATED PILOT LOST CONTROL OF THE HELICOPTER WHILE HOVERING 3-FT AGL DURING A MAINTENANCE TEST FLIGHT. THE ACFT DESCENDED, TOUCHED DOWN HARD AND ROLLED OVER. THE NON-ENGLISH SPEAKING PILOT IMMEDIATELY DEPARTED THE SCENE & REPORTEDLY HEADED TOWARD MX. THE SUBSEQUENT EXAMINATION OF THE WRECKAGE FAILED TO DETECT ANY MECHANICAL MALFUNCTION WITH THE ACFT.

Brief of Accident (Continued)

File No. - 881

3/11/88

OCEANSIDE, CA

A/C Reg. No. N73969

Time (Lcl) - 1230 PST

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

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 818 3/15/88 LODI, CA A/C Reg. No. N714FU Time (Lcl) - 1539 PST

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

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

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

Make/Model	- CESSNA 150M	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- 320/011 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point FRESNO, CA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>LODI</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 3090/ 24</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 - 32</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 111</p> <p>Make/Model- 22</p> <p>Instrument- 7</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 5</p> <p>Last 90 Days- 13</p>
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Instrument Rating(s) - NONE

-----Narrative-----

ON THE DAY OF THE ACCIDENT, THE PILOT DEPARTED LANCASTER, CALIFORNIA, FLEW TO FRESNO TO PICK UP A PASSENGER AND THEN CONTINUED ON TO LODI, THE ULTIMATE DESTINATION. WHILE BEING VECTORED TOWARD THE AIRPORT AT LODI, THE ENGINE QUIT AND THE AIRCRAFT COLLIDED WITH GRAPE VINES DURING THE SUBSEQUENT FORCED LANDING. FAA INSPECTORS REPORTED THAT THE FUEL TANKS WERE EMPTY AND THAT THE FUEL SYSTEM CONTINUITY WAS INTACT. THE PILOT SAID THAT HE DEPARTED LANCASTER WITH FULL FUEL TANKS. AT FRESNO, THE PILOT ONLY LOOKED VISUALLY IN THE TANKS AND REPORTED THAT HE SAW "ABOUT HALF FULL" TANKS, WHICH MATCHED WHAT THE FUEL GAGES INDICATED. THE PILOT DID NOT USE A MEASURING DEVICE DURING THE FUEL LEVEL CHECK AT FRESNO. THE HOBBS METER LOG REVEALED THAT THE PILOT FLEW THE AIRCRAFT 3.5 ELAPSED HOURS FROM LANCASTER TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 818

3/15/88

LODI, CA

A/C Reg. No. N714FU

Time (Lcl) - 1539 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE

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

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

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

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

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. - 833 3/23/88 UNION CITY, CA A/C Reg. No. N26851 Time (Lcl) - 0745 PST

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

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

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

Make/Model - GULFSTREAM AMERICAN AA5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	PLACERVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	PALO ALTO, CA	
Wind Dir/Speed- 340/005 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 - 600 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 605
SE LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PLEASURE FLIGHT, THE AIRPLANE COLLIDED WITH A POWER LINE TOWER. THE AIRPLANE WAS CONSUMED BY FIRE. THE WEATHER AT THE TIME OF THE ACCIDENT WAS REPORTED TO BE INSTRUMENT METEOROLOGICAL CONDITIONS WITH LOW FOG. THE PILOT DID NOT FILE AN INSTRUMENT FLIGHT PLAN AND WAS OPERATING UNDER VFR.

Brief of Accident (Continued)

File No. - 833

3/23/88

UNION CITY, CA

A/C Reg. No. N26851

Time (Lc1) - 0745 PST

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

Finding(s)

1. OBJECT - TOWER, UNMARKED
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. FLIGHT INTO KNOWN ADVERSE WEATHER - 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) 2,4

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. - 822 3/27/88 MALIBU, CA A/C Reg. No. N9609B Time (Lc1) - 1320 PST

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

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

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

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	SANTA MONICA, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 356
SE LAND	Months Since - 15	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 14
		Last 30 Days- 16
		Instrument- 60
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE PURPOSE OF THE FLIGHT WAS TO ALLOW THE PASSENGER TO PHOTOGRAPH SOME YACHTS SAILING OFF THE MALIBU COAST. THE PILOT SAID THAT HE INITIATED A TURN AT 300 FEET AGL AROUND ONE OF THE YACHTS AND THE AIRCRAFT "SUDDENLY STALLED" AND HE WAS UNABLE TO RECOVER PRIOR TO CONTACTING THE WATER. THE PILOT SAID THAT HE WAS "STRAINING TO LOOK OUT THE BACK WINDOW TO TRY AND SEE THE BOAT WHEN (HE) HEARD THE STALL HORN."

Brief of Accident (Continued)

File No. - 822

3/27/88

MALIBU, CA

A/C Reg. No. N9609B

Time (Lcl) - 1320 PST

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

Finding(s)

1. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 2. DIVERTED ATTENTION - PILOT IN COMMAND
 3. ALTITUDE - IMPROPER - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - WATER
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 889 5/04/88 WINTERS, CA A/C Reg. No. N62391 Time (Lcl) - 1330 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	DESTROYED	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 - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9342
SE LAND	Months Since - 4	Make/Model- 1436
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 32
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Rotorcraft - 1472

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS TAKING OFF FROM A LOADING TRUCK FOR HIS 16TH AERIAL APPLICATION. HE REDUCED THE LOAD FROM 90 TO 70 GALS BECAUSE THE WINDS HAD BECOME VARIABLE. THE HELICOPTER DESCENDED INTO GROUND EFFECT WHERE IT NORMALLY ATTAINS TRANSLATIONAL LIFT. THE HELICOPTER COLLIDED WITH THE TERRAIN AND WAS DESTROYED IN THE POST IMPACT FIRE. THE PILOT STATED THAT HE COULD NOT STOP THE DESCENT WITH FULL POWER.

Brief of Accident (Continued)

File No. - 889

5/04/88

WINTERS,CA

A/C Reg. No. N62391

Time (Lcl) - 1330 PDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 838 6/03/88 VACAVILLE, CA A/C Reg. No. N7768S Time (Lcl) - 1638 PDT

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

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

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

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

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/010 KTS Visibility - 50.0 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 OFF AIRPORT/STRIP Airport Data VACAVILLE Runway Ident - 18 Runway Lth/Wid - 2100/ 75 Runway Surface - ASPHALT Runway Status - DRY
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-----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 - 109
	Months Since - 12	Make/Model- 39
GLIDER	Aircraft Type - 2-33A	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A PLEASURE FLT, THE PLT EXTENDED THE DOWNWIND LEG FOR LANDING, THINKING THAT THE TOUCHDOWN ALTITUDE WAS 12 FT INSTEAD OF, IN ACTUALITY, 220 FT. THE PLT NORMALLY FLEW OUT OF ANOTHER AIRPORT WITH AN ALT OF 12 FT. FROM THE EXTENDED DOWNWIND, THE GLIDER DID NOT HAVE SUFFICIENT ALT TO LAND ON THE RWY. THE GLIDER TOUCHED DOWN SHORT AND DURING THE LANDING ROLL COLLIDED WITH A FENCE.

Brief of Accident (Continued)

File No. - 838

6/03/88

VACAVILLE, CA

A/C Reg. No. N7768S

Time (Lcl) - 1638 PDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. HABIT INTERFERENCE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - FENCE
-

-----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. - 836

6/04/88

LAKEPORT, CA

A/C Reg. No. N9124C

Time (Lcl) - 1230 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

Pass

0

0

0

0

1

0

0

0

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

Make/Model - CESSNA 180

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2550

No. of Seats - 3

Eng Make/Model - CONTINENTAL O-470-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 225 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- 220/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAMPSON

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 - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 11000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A BANNER TOW OPERATION, THE PLT TRIED TO RELEASE THE BANNER. WHEN THE BANNER DID NOT DISCONNECT, THE PLT TURNED TO SEE WHAT THE PROBLEM WAS. THE AIRPLANE STALLED AND BEFORE THE PLT COULD REGAIN CONTROL, IT COLLIDED WITH THE TERRAIN. INSPECTION OF THE RELEASE MECHANISM REVEALED THAT THE SET-UP DID NOT COMPLY WITH THE STC.

Brief of Accident (Continued)

File No. - 836

6/04/88

LAKEPORT, CA

A/C Reg. No. N9124C

Time (Lcl) - 1230 PDT

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

Finding(s)

1. SIGN TOWING EQUIPMENT - IMPROPER
 2. INSTALLATION - IMPROPER -
 3. LOAD JETTISON - NOT ATTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. STALL - INADVERTENT - PILOT IN COMMAND
 5. DIVERTED ATTENTION - 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) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 834 6/05/88 BAKERSFIELD,CA A/C Reg. No. N2634N Time (Lcl) - 1845 PDT

-----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 -CRUISE					

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

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1370	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	PORTERVILLE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VAN NUYS,CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1715
SE LAND	Months Since - 3	Make/Model- 1475
HELICOPTER	Aircraft Type - R-22	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 7
		Last 30 Days- 79
		Last 90 Days- 202
		Rotorcraft - 1535

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON AN INSTRUCTIONAL FLT, THE CFI INSTRUCTED THE STUDENT TO FLY ABOVE THE POWER LINE POLES AT ALL TIMES. WHILE IN CRUISE FLIGHT THE INSTRUCTOR WAS LOOKING AWAY WHEN THE HELICOPTER COLLIDED WITH POWER LINES. THE INSTRUCTOR TOOK CONTROL OF THE HELICOPTER AND WAS ABLE TO FLY TO THE ARPT 5 MILES AWAY AND LAND WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 834

6/05/88

BAKERSFIELD, CA

A/C Reg. No. N2634N

Time (Lc1) - 1845 PDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. PROPER ALTITUDE - NOT MAINTAINED - DUAL STUDENT
3. VISUAL LOOKOUT - NOT MAINTAINED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 880 6/07/88 RAMONA, CA A/C Reg. No. N66167 Time (Lcl) - 1305 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RIVERSIDE, CA	Runway Ident - N/A
Wind Dir/Speed- 250/025 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 - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 878
SE LAND,ME LAND	Months Since - 3	Make/Model- 148
	Aircraft Type - C-172	Instrument- 155
		Multi-Eng - 38
		Last 24 Hrs - 4
		Last 30 Days- 112
		Last 90 Days- 332

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE CLIMB TO CRUISE PHASE OF THE FLT, THE ENGINE EXPERIENCED A LOSS OF POWER. THE PILOT APPLIED CARBURETOR HEAT AND THE POWER BEGAN TO RETURN. DUE TO THE LOSS IN ALTITUDE, THE PLT OPTED TO MAKE A FORCED LANDING IN A FIELD WHERE JUST PRIOR TO TOUCHDOWN, A GUST OF WIND PUSHED THE AIRPLANE INTO A POWER POLE. THERE WERE NO REPORTED MECHANICAL FAILURES OF MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 880

6/07/88

RAMONA, CA

A/C Reg. No. N66167

Time (Lcl) - 1305 PDT

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

Phase of Operation CLIMB - TO CRUISE

1. FUEL SYSTEM, CARBURETOR - ICE

2. CARBURETOR HEAT - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - POLE

----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. - 832 6/08/88 HAYWARD, CA A/C Reg. No. N47TT Time (Lcl) - 1535 PDT

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

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

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

Make/Model - ROCKWELL INTERNATIONAL 690C	Eng Make/Model - GARRETT TPE-331-5254K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10375	Engine Type - TURBOPROP	
No. of Seats - 8	Rated Power - 715 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ROGERS, AR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 270/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Surface - DIRT
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - DRY
Lowest Ceiling - 4000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 7259
SE LAND, ME LAND	Months Since - 1	Make/Model- 10
	Aircraft Type - MERLIN	Instrument- 372
		Multi-Eng - 5931
		Last 24 Hrs - 5
		Last 30 Days- 20
		Last 90 Days- 48

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF A CROSS COUNTRY FLIGHT, WHILE ON FINAL APPROACH TO THE RUNWAY, THE RIGHT ENGINE QUIT. SHORTLY THEREAFTER, THE LEFT ENGINE QUIT. THE PILOT MADE A FORCED LANDING IN A FIELD SHORT OF THE RUNWAY WHERE DURING THE LANDING ROLL THE AIRPLANE COLLIDED WITH A DITCH. EXAMINATION OF THE AIRPLANE REVEALED THAT BOTH FUEL TANKS WERE NEARLY EMPTY OF FUEL.

Brief of Accident (Continued)

File No. - 832

6/08/88

HAYWARD, CA

A/C Reg. No. N47TT

Time (Lc1) - 1535 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - DITCH

-----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. - 879 6/10/88 REDDING, CA A/C Reg. No. N25409 Time (Lc1) - 0930 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- 030/007 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
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

REDDING
Runway Ident - 34
Runway Lth/Wid - 7003/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 31
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 16 Last 24 Hrs - 1
Make/Model- 16 Last 30 Days- 12
Instrument- 0 Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SOLO INSTRUCTIONAL FLT, THE PILOT STATED THAT HE MAY HAVE HAD HIS FOOT ON THE LEFT RUDDER PEDAL ON LANDING. WHEN THE AIRPLANE TOUCHED DOWN IT VEERED TO THE LEFT OFF THE RUNWAY AND INTO A DITCH. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 879

6/10/88

REDDING, CA

A/C Reg. No. N25409

Time (Lcl) - 0930 PDT

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

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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. - 875 6/11/88 FREMONT, CA A/C Reg. No. N103BK Time (Lc1) - 1930 PDT

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

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

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

Make/Model - GROB G-103A	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 - 1279	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FREMONT, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
CFI, COMMERCIAL	Current - YES	Total - 2800
SE LAND	Months Since - 8	Make/Model- 550
GLIDER	Aircraft Type - AA-1C	Instrument- 15
		Last 24 Hrs - 4
		Last 30 Days- 140
		Last 90 Days- 390

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLT, THE GLIDER ENCOUNTERED A WINDSHEAR AND LOST ALTITUDE. THE PILOT WAS UNABLE TO REGAIN THE LOST ALTITUDE AND A FORCED LANDING WAS MADE WHERE DURING THE LANDING ROLL THE GLIDER COLLIDED WITH ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 875

6/11/88

FREMONT, CA

A/C Reg. No. N103BK

Time (Lcl) - 1930 PDT

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

Finding(s)

1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - WINDSHEAR
 3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----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. - 878 6/19/88 TRES PINOS, CA A/C Reg. No. N732KS Time (Lcl) - 1930 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	4

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

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

Make/Model - CESSNA 210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - TURBOPROP
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- UNK/NR
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
PASO ROBLES, CA
Destination
SAN JOSE, CA

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

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-210M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 287	Last 24 Hrs - 2
Make/Model- 113	Last 30 Days- 7
Instrument- 0	Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT THE ENGINE SUDDENLY QUIT. THE PILOT WAS UNABLE TO RESTART THE ENGINE AND A FORCED LANDING WAS MADE IN A VINEYARD. INSPECTION OF THE AIRPLANE REVEALED THAT 15 GALLONS OF FUEL WAS IN THE LEFT TANK AND THE RIGHT WAS EMPTY. THE ENGINE WAS STARTED AND FOUND TO RUN SMOOTHLY AND ALL INDICATIONS WERE NORMAL.

Brief of Accident (Continued)

File No. - 878

6/19/88

TRES PINOS, CA

A/C Reg. No. N732KS

Time (Lc1) - 1930 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
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - CROP
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 821 6/19/88 CLEARLAKE, CA A/C Reg. No. N6026V Time (Lcl) - 1930 PDT

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

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

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

Make/Model - CONSOLIDATED LAKE LA-4-200	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 225/010 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LAKEPORT, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity 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, SE SEA</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - 26</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p>Total - 1500</p> <p>Make/Model- 75</p> <p>Instrument- 30</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THE AIRPLANE'S RIGHT WING STRUCK A SWELL DURING TAKEOFF FROM A LAKE. THE SURFACE WINDS, HOWEVER, WERE OUT OF THE SOUTHWEST AT 10 KNOTS. THE PILOT HAD NOT FLOWN WITHIN THE PRECEDING 24 CALENDAR MONTHS. THERE WERE NO REPORTED AIRPLANE MECHANICAL MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 821

6/19/88

CLEARLAKE, CA

A/C Reg. No. N6026V

Time (Lcl) - 1930 PDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - WATER
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LACK OF RECENT 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) 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. - 877 6/22/88 DORRIS, CA A/C Reg. No. N5042P Time (Lcl) - 0945 PDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">MONTAGUE, CA</p> <p>Destination</p> <p style="padding-left: 20px;">DORRIS, 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 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;">BUTTE VALLEY</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 4300/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - C-182</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - 114</p> <p style="padding-left: 40px;">Make/Model- 19</p> <p style="padding-left: 40px;">Instrument- 2</p> <p style="padding-left: 40px;">Last 24 Hrs - 0</p> <p style="padding-left: 40px;">Last 30 Days- 4</p> <p style="padding-left: 40px;">Last 90 Days- 10</p> <p style="padding-left: 40px;">Rotorcraft - 2</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL PLEASURE FLT, JUST AS THE AIRPLANE TOUCHED DOWN, AN ANTELOPE RAN ACROSS THE RWY. THE PLT SWERVED THE AIRPLANE TO AVOID THE ANIMAL, EXITED THE RUNWAY AND COLLIDED WITH THE TERRAIN. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 877

6/22/88

DORRIS,CA

A/C Reg. No. N5042P

Time (Lc1) - 0945 PDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - ANIMAL(S)
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 852 6/22/88 STONYFORD, CA A/C Reg. No. N4792B Time (Lcl) - 2035 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	1	0
Accident Occurred During -DESCENT			0	0	0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RED BLUFF, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	HAYWARD, CA	Runway Ident - N/A
Wind Dir/Speed- 270/021 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 94
SE LAND	Months Since - 1	Make/Model- 33
	Aircraft Type - CAPSTAN	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- 40
		Last 90 Days- 91

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT, THE PILOT WAS FLYING 500 FEET AGL OVER MOUNTAINOUS TERRAIN WHEN A STRONG DOWNDRAFT WAS ENCOUNTERED. THE AIRPLANE WAS UNABLE TO CLIMB OUT OF IT AND SUBSEQUENTLY COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 852

6/22/88

STONYFORD,CA

A/C Reg. No. N4792B

Time (Lcl) - 2035 PDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 4. 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) 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. - 845 6/23/88 WEAVERVILLE, CA A/C Reg. No. N5354E Time (Lcl) - 1745 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	-TAKEOFF					

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

Make/Model	- BEECH B35	Eng Make/Model	- CONTINENTAL IO-470L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	Rated Power	- 250 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	WEAVERVILLE, CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	TRINITY, CA	LONNIE POOL	
Wind Dir/Speed	- 360/010 KTS		Runway Ident	- 36
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 3380/ 50
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	
Lowest Ceiling	- NONE	Type of Clearance	- NONE	
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 4000
SE LAND	Months Since - 7	Make/Model	- 4000
	Aircraft Type - B35	Instrument	- 0
		Last 24 Hrs	- 0
		Last 30 Days	- 0
		Last 90 Days	- 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMB, THE AIRPLANE STRUCK A TREE RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRPLANE. THE PILOT WAS ABLE TO LAND THE AIRPLANE WITHOUT FURTHER INCIDENT. IT WAS FOUND THAT THE RWY IS ONE WAY. THE PILOT DID NOT REALIZE THIS AND TOOK OFF ON THE WRONG RUNWAY.

Brief of Accident (Continued)

File No. - 845

6/23/88

WEAVERVILLE, CA

A/C Reg. No. N5354E

Time (Lc1) - 1745 PDT

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

Finding(s)

1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 909 6/26/88 LA GRANGE, CA

A/C Reg. No. N4833E

Time (Lcl) - 1145 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

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

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

ELT Installed/Activated - YES-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- 300/003 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
GROVELAND, CA
Destination
PALO ALTO, CA

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)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 151
Make/Model- 37
Instrument- 3
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT, THE PILOT WAS ADJUSTING THE MIXTURE, WHEN THE ENGINE LOST POWER. AN EMERGENCY LANDING WAS MADE IN A FIELD WHERE DURING THE LANDING ROLL THE AIRPLANE COLLIDED WITH A TREE STUMP. INSPECTION OF THE ENGINE REVEALED THAT THE MIXTURE CONTROL LINKAGE WAS NOT CONNECTED AT THE CARBURETOR. IT WAS FOUND THAT AN AD WAS NOT PROPERLY COMPLIED WITH IN REGARDS TO THE SERIAL NUMBERED PARTS USED WERE NOT CORRECT FOR THE ACCIDENT AIRPLANE.

Brief of Accident (Continued)

File No. - 909

6/26/88

LA GRANGE, CA

A/C Reg. No. N4833E

Time (Lcl) - 1145 PDT

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

Finding(s)

1. MIXTURE CONTROL, LINKAGE - DISCONNECTED
 2. MAINTENANCE, COMPLIANCE WITH AD - IMPROPER - OTHER MAINTENANCE PSNL
-

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. - 908 6/27/88 LAKE TAHOE, CA A/C Reg. No. N23TW Time (Lcl) - 0830 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CAMERON PARK, CA	VAN VLECK
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3500/ 30
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 2900
SE LAND, ME LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - C-152	Make/Model- 250
		Instrument- 750
		Last 30 Days- 6
		Last 90 Days- 13
		Multi-Eng - 1400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE INITIAL CLIMB THE PILOT WAS UNABLE TO SUSTAIN A POSITIVE CLIMB RATE. THE ACFT COLLIDED WITH A TREE AT THE END OF THE RUNWAY AND, SUBSEQUENTLY, THE GROUND. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS. THE DENSITY ALTITUDE WAS ABOUT 10000 FEET.

Brief of Accident (Continued)

File No. - 908

6/27/88

LAKE TAHOE, CA

A/C Reg. No. N23TW

Time (Lcl) - 0830 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. AIRCRAFT PERFORMANCE - EXCEEDED
 4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND(CFI)
 5. OBJECT - TREE(S)
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 944 6/29/88 HEALDSBURG, CA A/C Reg. No. N33284 Time (Lc1) - 0730 PDT

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

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

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

Make/Model - CESSNA 206F	Eng Make/Model - CONTINENTAL TS10-520-C3	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 - 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	LOCAL	HEALDSBURG
Wind Dir/Speed- 360/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
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)
ATP	Current - YES	Total - 15004
SE LAND, ME LAND	Months Since - 10	Make/Model - 67
	Aircraft Type - B-767	Instrument - 5703
		Multi-Eng - 13700
		Last 24 Hrs - 0
		Last 30 Days - 15
		Last 90 Days - 109

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER TAKEOFF THE ENGINE LOST POWER. A FORCED LANDING WAS MADE IN A FIELD WHERE THE AIRPLANE COLLIDED WITH ROUGH TERRAIN. INSPECTION OF THE ENGINE REVEALED EVIDENCE OF CORROSION IN THE MAIN FUEL SUMP BOWL AND ON THE FUEL INJECTION THROTTLE BODY FUEL SCREEN. THE MAIN FUEL SUMP BOWL SCREEN WAS DAMAGED AND INSTALLED UPSIDE DOWN. THERE WERE NO OTHER NOTED MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 944

6/29/88

HEALDSBURG, CA

A/C Reg. No. N33284

Time (Lc1) - 0730 PDT

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

Finding(s)

1. FUEL SYSTEM, SCREEN - IMPROPER
 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
 3. FLUID, FUEL - CONTAMINATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - ROLL

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) 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. - 947 6/30/88 RIALTO, CA A/C Reg. No. N6868H Time (Lcl) - 1715 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 -LANDING			0	0	0	1

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

Make/Model - PIPER J3	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 - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point RIVERSIDE, CA	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	
Completeness - N/A		Airport Data
Basic Weather - VMC	ATC/Airspace	Runway Ident - N/A
Wind Dir/Speed- 280/015 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Lowest Ceiling - NONE		ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5495
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - C-130	Make/Model- 110
		Last 30 Days- 35
		Instrument- 1800
		Last 90 Days- 181
		Multi-Eng - 4700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL FLIGHT, THE ENGINE QUIT WHILE DESCENDING TO THE AIRPORT. A FORCED LANDING WAS MADE ON A ROAD WHERE DURING THE LANDING ROLL A GUST OF WIND PUSHED THE AIRPLANE OFF THE ROAD. THE AIRPLANE GROUND LOOPED, COLLIDED WITH THE TERRAIN AND NOSED OVER. INSPECTION OF THE ENGINE REVEALED THAT THE MANIFOLD CRACKED AND SEPARATED JUST ABOVE THE CARBURETOR.

Brief of Accident (Continued)

File No. - 947

6/30/88

RIALTO, CA

A/C Reg. No. N6868H

Time (Lc1) - 1715 PDT

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

Finding(s)

1. EXHAUST SYSTEM, MANIFOLD - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 883 7/16/88 COMPTON, CA A/C Reg. No. N40808 Time (Lcl) - 1615 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire - NONE

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

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 270/010 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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

COMPTON
Runway Ident - 25R
Runway Lth/Wid - 3760/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 57
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 186 Last 24 Hrs - 0
Make/Model - 186 Last 30 Days - 0
Instrument - 4 Last 90 Days - 7
Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS TAKING HIS 2 GRANDCHILDREN & 1 OF THEIR FRIENDS ON A LOCAL FLT. GROUND WITNESSES OBSERVED THE AIRPLANE LIFT OFF AND CONTINUE IN AN EXCESSIVELY HIGH ANGLE OF ATTACK CLIMB ATTITUDE. WHEN THE AIRPLANE REACHED ABT 150 FT A.G.L. IT STALLED, ENTERED A LEFT SPIN, AND CRASHED. THE POSTCRASH WRECKAGE EXAM DSCLSD NO EVIDENCE OF ANY PREEXISTING AIRCRAFT MALFUNCTIONS OR FAILURES. THE STUDENT PLT BEGAN HIS FLYING ON 7/22/79; HE HAD LOGGED 186 HOURS OF WHICH 51 WERE AS PIC.

Brief of Accident (Continued)

File No. - 883

7/16/88

COMPTON, CA

A/C Reg. No. N40808

Time (Lcl) - 1615 PDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 3. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 891 8/02/88 BREA,CA A/C Reg. No. N79Y Time (Lcl) - 1638 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
IN FLIGHT

Crew
Pass

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

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

Make/Model - CESSNA T-210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
POMONA,CA
Destination
CORONA,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - B-76

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

Total	- 1494	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DEPT BRACKETT AIRPORT (POC) AS PART OF A PLANNED FORMATION FLT WITH A PIPER PA-28-200, N4372D, TO CORONA ARPT, CORONA, CA. SHORTLY AFTER DEPARTURE THE PLT OF N4372D POINTED OUT A MOVIE SET BENEATH THE FLT TO N79Y. THE PLT OF N79Y, THE ACC ACFT, RADIOED N4372D THAT HE WAS GOING TO TAKE A LOOK AT THE SET. N79Y IMMEDIATELY EXECUTED A DESCENDING LEFT TURN TO THE NORTH TOWARDS THE SITE. THE PLT OF N4372D REPTD THAT THE AIRPLANE CONTINUED IN A NORTHERLY HDG WHEN HE OBSVD A PUFF OF SMOKE OR FUEL FROM N79Y'S RIGHT WING. N79Y PITCHED UPWARD AND BEGAN A RIGHT ROLL AND THEN PITCHED DOWNWARD AND CRASHED. THE INVESTIGATION DSCLSD THAT N79Y'S PROPELLER AND RT WING FWD OF THE FUEL TANK STRUCK A 110 FT HIGH NONCONDUCTIVE STATIC TRNSMSN WIRE.

Brief of Accident (Continued)

File No. - 891

8/02/88

BREA, CA

A/C Reg. No. N79Y

Time (Lcl) - 1638 PDT

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

Finding(s)

1. OBJECT - WIRE, STATIC
 2. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 3. LOW PASS - PERFORMED - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 820 8/27/88 CHINO, CA A/C Reg. No. N67649 Time (Lcl) - 1303 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	CORONA, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CHINO
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3858/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 418
SE LAND, ME LAND	Months Since - 12	Make/Model- 294
	Aircraft Type - UNK/NR	Instrument- 75
		Multi-Eng - 123
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 124

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APPROACH, THE INSTRUCTOR NOTICED THE AIRSPEED FALL BELOW 55 KNOTS. HE TOOK CONTROL OF THE AIRPLANE FROM THE STUDENT. THE INSTRUCTOR PUSHED FORWARD ON THE YOKE AND ADDED FULL POWER TO REGAIN AIRSPEED. HE LOST CONTROL OF THE AIRPLANE AND IT COLLIDED WITH THE TERRAIN IN AN UNCONTROLLED DESCENT. THERE WERE NO MECHANICAL PROBLEMS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 820

8/27/88

CHINO, CA

A/C Reg. No. N67649

Time (Lc1) - 1303 PDT

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

Finding(s)

1. AIRSPEED(VSO) - NOT MAINTAINED - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. STALL - NOT CORRECTED -
-

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. - 876

8/28/88

CAMARILLO, CA

A/C Reg. No. N789CE

Time (Lcl) - 1130 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

-----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/NO
Stall Warning System - YES

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

Weather Data

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CAMARILLO
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, CFI
SE LAND, ME LAND, SE SEA

Age - 45

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - C-172

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

Total	- 1102	Last 24 Hrs -	0
Make/Model-	78	Last 30 Days-	0
Instrument-	126	Last 90 Days-	1
Multi-Eng -	33		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF, THE PILOT MANEUVERED OFF THE TAXIWAY CENTERLINE TO ALLOW AN ONCOMING CESSNA 182 TO PASS. THE CESSNA 172 THEN COLLIDED WITH AN AIRPORT T-HANGAR LOCATED NEAR THE TAXIWAY.

Brief of Accident (Continued)

File No. - 876

8/28/88

CAMARILLO, CA

A/C Reg. No. N789CE

Time (Lcl) - 1130 PDT

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

Finding(s)

1. OBJECT - AIRPORT FACILITY
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 837 9/14/88 SALINAS, CA A/C Reg. No. N6804G Time (Lcl) - 1335 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	CARLSBAD, CA	
Completeness	Destination	Airport Data
Basic Weather	OAKLAND, CA	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- VFR	Runway Surface
Lowest Ceiling	- VFR	- DIRT
Obstructions to Vision	Type Apch/Lndg	- SOFT
Precipitation	- FORCED LANDING	
Condition of Light		

-----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	- YES	Total
SE LAND	Months Since	- 4	- 1387
	Aircraft Type	- C-172	Make/Model
			- 859
			Instrument
			- 0
			Multi-Eng
			- 62

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS-COUNTRY FLT, WHILE DESCENDING TO THE ARPT, THE ENGINE LOST POWER. THE AIRPLANE COLLIDED WITH THE TERRAIN AND NOSED OVER. INSPECTION OF THE FUEL SYSTEM REVEALED THERE WAS NO FUEL ON BOARD.

Brief of Accident (Continued)

File No. - 837

9/14/88

SALINAS, CA

A/C Reg. No. N6804G

Time (Lc1) - 1335 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

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

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

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

Brief of Accident

File No. - 819

9/19/88

BANNING, CA

A/C Reg. No. N7233Q

Time (Lcl) - 1700 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire - NONE
Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/007 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKE HAVASU, CA
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRAVEL
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 - 26

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - UNK/NR

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

Total	-	162	Last 24 Hrs -	7
Make/Model-	71		Last 30 Days-	8
Instrument-	0		Last 90 Days-	21

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSSCOUNTRY FLT, WHILE ENROUTE FROM LAKE HAVASU CITY, AZ, TO BANNING, CA, THE ENGINE EXPERIENCED A LOSS OF POWER. THE AIRPLANE COLLIDED WITH THE TERRAIN AFTER A FORCED LANDING. INSPECTION OF THE FUEL SYSTEM REVEALED THERE WAS NO FUEL ON BOARD.

Brief of Accident (Continued)

File No. - 819

9/19/88

BANNING,CA

A/C Reg. No. N7233Q

Time (Lc1) - 1700 PDT

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
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 868 6/07/88 LIMON, CO A/C Reg. No. N8678L Time (Lcl) - 0715 MDT

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	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- VARIABLE/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4570
SE LAND, ME LAND	Months Since - 23	Make/Model- 1580
	Aircraft Type - PA-18	Instrument- 85
		Multi-Eng - 70
		Last 24 Hrs - 5
		Last 30 Days- 150
		Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS MAKING HIS THIRD SWATHRUN WHEN THE ENG QUIT. HE ATTEMPTED A FORCED LANDING BUT THE ACFT NOSED OVER. THE PLT SAID HE HAD 15 GAL OF FUEL ON BOARD AT TAKEOFF AND HAD BEEN AIRBORNE ABOUT 15 MIN. THE FAA A/W INSP WHO EXAMINED THE WRECKAGE DID NOT FIND ANY EVIDENCE OF A MECHANICAL FAILURE. THE WX WAS CONDUCIVE TO CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 868

6/07/88

LIMON, CO

A/C Reg. No. N8678L

Time (Lc1) - 0715 MDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 942 6/14/88 RIFLE, CO

A/C Reg. No. N2262E

Time (Lcl) - 1230 MDT

-----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

	Injuries			
	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 - 2150
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
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
SAME AS ACC/INC
Destination
MONTROSE, CO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 17
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 23 Last 24 Hrs - UNK/NR
Make/Model- 23 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS FLYING A X-COUNTRY TRAINING FLT. THE FLT WAS NOT ON THE PLANNED ROUTE. THE PLT FLEW INTO A BOX CANYON TOO NARROW TO COMPLETE A TURN AND COULD NOT CLIMB FAST ENOUGH TO CLEAR THE TERRAIN AT THE END OF THE CANYON. THE PILOT ATTEMPTED A TURN AND THE AIRPLANE STALLED. THE AIRPLANE STRUCK TREES AND FELL TO THE TERRAIN ABOUT 300 FEET BELOW THE CANYON RIDGE.

Brief of Accident (Continued)

File No. - 942

6/14/88

RIFLE, CO

A/C Reg. No. N2262E

Time (Lc1) - 1230 MDT

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

Finding(s)

1. TERRAIN CONDITION - BOX CANYON
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. STALL

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) 2,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 867 7/01/88 GUNNISON, CO A/C Reg. No. N231PG Time (Lcl) - 1020 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - MOONEY M-20K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-GB1 ELT Installed/Activated - YES/YES
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 345/002 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
TULSA, OK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GUNNISON
Runway Ident - 06
Runway Lth/Wid - 7198/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2048 Last 24 Hrs - 3
Make/Model- 348 Last 30 Days- 15
Instrument- 0 Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE AIRCRAFT HAD AN ELECTRICAL PROBLEM APPROXIMATELY 20 MILES FROM GUNNISON. HE CONTINUED HIS FLIGHT AND ENTERED THE TRAFFIC PATTERN AT GUNNISON AIRPORT. HE SAID THAT AS HE TURNED TO BASE LEG, THE ENGINE QUIT. THERE REMAINED INSUFFICIENT ALTITUDE TO REACH THE RUNWAY. SUBSEQUENT EXAMINATION AND TESTING OF THE ENGINE-DRIVEN FUEL PUMP/CONTROLLER REVEALED A LARGE FUEL LEAK AROUND THE MIXTURE CONTROL SHAFT LIMITING THE AMOUNT AND PRESSURE OF FUEL THAT COULD REACH THE ENGINE.

Brief of Accident (Continued)

File No. - 867

7/01/88

GUNNISON, CO

A/C Reg. No. N231PG

Time (Lc1) - 1020 MDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. MIXTURE CONTROL - LEAK

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)

3. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 827 7/01/88 ENGLEWOOD, CO A/C Reg. No. N250TH Time (Lcl) - 1235 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - HELFRICH-LEONARD BD-5B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1100
No. of Seats - 1

Eng Make/Model - HONDA 1250
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 70 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CENTENNIAL
Runway Ident - UNK/NR
Runway Lth/Wid - 10000/ 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 - 23
Aircraft Type - MUSTANG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1272
Make/Model- 20
Instrument- 98
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THIS EXPERIMENTAL ACFT IS POWERED BY A MODIFIED HONDA 1250 CC, WATERCOOLED ENG. THE PLT REPORTED THAT AFTER TAKEOFF THE ENG TEMP REACHED THE REDLINE AND THE ENG LOST POWER. DURING THE FORCED LANDING THE MAIN LANDING GEAR COLLAPSED. EXAMINATION OF THE ENG AFTER THE ACFT REVEALED THAT A HOLE WAS BURNED IN THE #4 PISTON AND A PORTION OF THE HEAD GASKET BETWEEN THE #3 AND #4 CYL WAS MISSING. THE OWNER AND TECHNICIANS FAMILIAR WITH THE ENG SUGGEST A LARGER RADIATOR, RETIMING OF THE IGNITION, AND/OR A RICHER MIXTURE MAY PRECLUDE RECURRENCE OF THE PROBLEM.

Brief of Accident (Continued)

File No. - 827

7/01/88

ENGLEWOOD, CO

A/C Reg. No. N250TH

Time (Lc1) - 1235 MDT

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

Phase of Operation TAKEOFF - INITIAL CLIMB

1. POWERPLANT - OVERTEMPERATURE

2. ENGINE ASSEMBLY, PISTON - BURNED

3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

5. LANDING GEAR, NOSE GEAR - OVERLOAD

6. LANDING GEAR, NOSE GEAR - COLLAPSED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 940 7/02/88 COLORADO SPRING, CO A/C Reg. No. N4878S Time (Lcl) - 1850 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	5
Accident Occurred During -LANDING						

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	TOPEKA, KS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COLORADO SPRINGS MUNI.
Wind Dir/Speed- 190/012 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 65.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 11021/ 150
Lowest Sky/Clouds - 11000 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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 66
SE LAND	Months Since - 0	Make/Model- 18
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 7
		Last 30 Days- 19
		Last 90 Days- 47

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND PAX DEPARTED ST. LOUIS AND STOPPED TWICE ENROUTE DUE TO WX. THE PLT WAS GIVEN LANDING CLEARANCE ON RWY 17 AT COLORADO SPRINGS AND THE WIND WAS REPORTED TO BE FROM 190 DEGREES AT 12 KTS. WITNESSES AT THE ARPT STATED N4878S "PORPOISED" SEVERAL TIMES DURING THE LANDING BEFORE THE NOSE GEAR COLLAPSED. THE PLT WAS RECENTLY CERTIFICATED AND HAD A TOTAL FLIGHT TIME OF 66 HOURS WITH 18 HOURS IN THE PA-32-260. THE PLT WAS INVOLVED IN A SIMILAR ACCIDENT IN KANSAS SEVERAL WEEKS AFTER THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 940

7/02/88

COLORADO SPRING, CO

A/C Reg. No. N4878S

Time (Lcl) - 1850 MDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PORPOISE - NOT CORRECTED - 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) 2,4

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. - 855 8/27/88 FORT MORGAN, CO A/C Reg. No. N779TV Time (Lcl) - 0900 MDT

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

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

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

Make/Model	- RAVEN S55A	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	- 1435	Engine Type	- N/A			
No. of Seats	- UNK/NR	Rated Power	- N/A			

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 015/015 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>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 48
	Months Since - 2	Make/Model - 48
FREE BALLOON	Aircraft Type - S-55A	Instrument - 0
		Last 24 Hrs - 1
		Last 30 Days - 22
		Last 90 Days - 32

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AT THE TIME OF TAKEOFF, THE WINDS WERE "LIGHT TO MODERATE FROM 015 DEG AT 5 KTS OR LESS." SHORTLY AFTER TAKEOFF, THE WINDS INCREASED TO 10-15 KTS AND THE PLT DECIDED TO LAND ON "GRASSY, RELATIVELY SMOOTH TERRAIN." THE PLT SAID HE INSTRUCTED HIS TWO PAX TO "BEND THEIR KNEES" AT OR JUST BEFORE TOUCHDOWN. ONE PAX LOCKED HER KNEES AND SUSTAINED A FRACTURED ANKLE. THERE WERE NO INJURIES TO THE PLT OR THE OTHER PAX, AND THE BALLOON WAS NOT DAMAGED.

Brief of Accident (Continued)

File No. - 855

8/27/88

FORT MORGAN, CO

A/C Reg. No. N779TV

Time (Lc1) - 0900 MDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PASSENGER
2. TERRAIN CONDITION - OPEN FIELD
3. TERRAIN CONDITION - BERM
4. WEATHER CONDITION - UNFAVORABLE WIND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 887 7/13/88 ZELLWOOD, FL A/C Reg. No. N144TH Time (Lcl) - 1945 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - HAHN RV-4
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1550
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-320-E2B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 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 - 120/008 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 900 FT SCATTERED
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision - FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ORLANDO, FL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LUST AIRPORT
Runway Ident - 36
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

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

Total	- 2224	Last 24 Hrs	- 1
Make/Model	- 12	Last 30 Days	- UNK/NR
Instrument	- 477	Last 90 Days	- 85
Multi-Eng	- 284		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLT EXPERIENCED ROUGH RUNNING ENGINE AND LOSS OF POWER. AS ACFT WAS TURNED TOWARD AGRICULTURAL STRIP FOR AN EMERGENCY LANDING THE ENGINE FAILED COMPLETELY. THE PLT TOUCHED DOWN SHORT OF THE RUNWAY AND BOGGED DOWN IN TALL GRASS AND MUCK CAUSING COLLAPSE OF THE LANDING GEAR. THE ACFT CAME TO REST ON IT'S NOSE. EXAMINATION OF THE ENGINE REVEALED THE LEFT MAGNETO WHICH HAD BEEN TIMED .7 FLT HOURS BEFORE THE ACCIDENT WAS LOOSE AND TURNED IN THE MOUNT. THE MAGNETO WAS STILL TOUCHING THE CASE MAKING A GROUND CONNECTION AND THE "P" LEAD WAS STILL ATTACHED. THE RIGHT MAGNETO WAS FOUND SECURED PROPERLY.

Brief of Accident (Continued)

File No. - 887

7/13/88

ZELLWOOD, FL

A/C Reg. No. N144TH

Time (Lcl) - 1945 EDT

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

Finding(s)

1. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
2. IGNITION SYSTEM, MAGNETO - NOT SECURED
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
6. TERRAIN CONDITION - WET

----Probable Cause----

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

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. - 886 7/13/88 KEY WEST, FL A/C Reg. No. N99Y Time (Lcl) - 1350 EDT

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

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

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

Make/Model - CLASSIC YMF-5	Eng Make/Model - JACOBS R-755-B2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	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- 020/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 500 FT SCATTERED</p> <p>Lowest Ceiling - 8000 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 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>KEY WEST INTERNATIONAL</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,ATP</p> <p>SE LAND,ME LAND</p>	<p>Age - 58</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 - 6350</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-----

WHILE TURNING THE ACFT AROUND AT THE OPERATOR'S ESTABLISHMENT AFTER COMPLETING A SIGHTSEEING FLT, THE LOWER LEFT WING COLLIDED WITH A VEHICLE.

Brief of Accident (Continued)

File No. - 886

7/13/88

KEY WEST, FL

A/C Reg. No. N99Y

Time (Lc1) - 1350 EDT

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

Finding(s)

1. OBJECT - VEHICLE
2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
3. VISUAL/AURAL PERCEPTION - 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. - 888 7/16/88 KEYSTONE HEIGHT, FL A/C Reg. No. N3983J Time (Lcl) - 1250 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 220/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

KEYSTONE AIRPARK
Runway Ident - 22
Runway Lth/Wid - 5025/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-172

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 204	Last 24 Hrs	- UNK/NR
Make/Model	- 77	Last 30 Days	- 2
Instrument	- 0	Last 90 Days	- 6

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A PERSONAL FLT DURING THE SEVENTH TOUCH & GO LANDING, THE ACFT BOUNCED & DRIFTED OFF THE LEFT SIDE OF THE RWY. THE PLT ADDED POWER & ROLLED THE ACFT INTO A RIGHT BANK TO CORRECT THIS BUT THE RIGHT WING COLLIDED WITH TERRAIN. THE ACFT THEN NOSED OVER & CAME TO REST AFTER TOUCHING DOWN ON THE NOSE LANDING GEAR.

Brief of Accident (Continued)

File No. - 888

7/16/88

KEYSTONE HEIGHT, FL

A/C Reg. No. N3983J

Time (Lc1) - 1250 EDT

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

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - GRASS

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 927 9/21/88 PANACEA, FL A/C Reg. No. N7048A Time (Lcl) - 1030 EDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TALLAHASSEE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PANACEA
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 122
SE LAND	Months Since - 4	Make/Model- 12
	Aircraft Type - C-152	Instrument- 1
		Last 24 Hrs - 3
		Last 30 Days- 14
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE ATTEMPTING A GO-AROUND HE INADVERTENTLY SELECTED ALL FLAPS UP AND THE AIRCRAFT CRASHED INTO THE TREES AT THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 927

9/21/88

PANACEA, FL

A/C Reg. No. N7048A

Time (Lc1) - 1030 EDT

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

Finding(s)

1. RAISING OF FLAPS - IMPROPER USE OF - PILOT IN COMMAND
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

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. - 839 4/02/88 STOCKBRIDGE, GA A/C Reg. No. N9871C Time (Lcl) - 1123 EST

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

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

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

Make/Model	- NORTH AMERICAN T-6G	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 600 HP		

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

<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 - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">BERRY HILL</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 3000/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE, COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND, SE SEA</p>	<p>Age - 30</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 10</p> <p style="padding-left: 20px;">Aircraft Type - PT-17</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 3500</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 255</td> <td>Last 30 Days- 0</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 50</td> </tr> <tr> <td>Multi-Eng - 205</td> <td></td> </tr> </table>	Total - 3500	Last 24 Hrs - 0	Make/Model- 255	Last 30 Days- 0	Instrument- 0	Last 90 Days- 50	Multi-Eng - 205	
Total - 3500	Last 24 Hrs - 0									
Make/Model- 255	Last 30 Days- 0									
Instrument- 0	Last 90 Days- 50									
Multi-Eng - 205										

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE LANDED WITH THE LEFT WHEEL LOCKED, AND SUBSEQUENTLY NOSED OVER DURING THE LDG ROLL. POST-CRASH EXAM REVEALED THAT THE LEFT WHEEL COULD NOT BE ROTATED IN THE FWD DIRECTION BY HAND, AND THAT IT COULD BE ROTATED AFT BY HAND ONLY WITH CONSIDERABLE EFFORT. THE WHEEL REMAINED LOCKED IN THE FWD DIRECTION AFTER THE HYD BRAKE LINE WAS DISCONNECTED FROM THE LEFT BRAKE ASSY. DISASSEMBLY OF THE BRAKE ASSY REVEALED NO EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION. THE PLT INDICATED THAT BRAKE FLUID HAD LEAKED ONTO THE BRAKE SHOE CAUSING IT TO EXPAND AND LOCK THE WHEEL.

Brief of Accident (Continued)

File No. - 839

4/02/88

STOCKBRIDGE,GA

A/C Reg. No. N9871C

Time (Lcl) - 1123 EST

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - BINDING(MECHANICAL)
 2. FLUID,HYDRAULIC - LEAK
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE -
-

-----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. - 906 4/07/88 FUNSTON, GA A/C Reg. No. N7956Z Time (Lcl) - 1915 EDT

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

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

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

Make/Model - CESSNA 150C	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 - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NORMAN PARK, GA	
Wind Dir/Speed- 300/017 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1750
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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 550
SE LAND	Months Since - 30	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 25
		Instrument- 2
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE LOST PWR AT 200-250 FT AGL AFTER DEPARTING RWY 30 AT THE PRIVATE 1,750' SOD AIRSTRIP. HE STRETCHED HIS GLIDE TO AVOID WIRES OFF OF THE END OF THE RWY. AFTER CLEARING THE LINES. THE AIRPLANE NOSE "FELL THROUGH", AND THE AIRPLANE IMPACTED THE TERRAIN NOSE DOWN. A WX STATION ABOUT 25 MI AWAY WAS REPORTING WINDS FROM 300 AT 17 KTS GUSTING TO 22 KTS AT THE TIME. TWO WITNESSES WHO LIVED ADJACENT TO THE AIRSTRIP REPORTED THAT THE ACFT WAS TOSSED FROM SIDE TO SIDE IN THE GUSTY WINDS AS IT WAS CLIMBING; IT SUBSEQUENTLY "STALLED OUT" AS THE PLT MADE AN APPARENT ATTEMPT TO PULL UP, TO AVOID HITTING THE WIRES. THE WITNESSES DID NOT REPORT ANY CHANGES IN THE ENGINE SOUND. THE REPORTED PURPOSE OF THE FLT WAS TO REPOSITION THE ACFT FOR AN ANNUAL INSPECTION. THE LAST ANNUAL TOOK PLACE ABOUT 5 YRS EARLIER. NO FERRY PERMIT HAD BEEN OBTAINED FOR THE FLT. THE ACFT WRECKAGE WAS EXAMINED BY AN FAA INSPECTOR AND NO PREEXISTING MECHANICAL DEFICIENCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 906

4/07/88

FUNSTON,GA

A/C Reg. No. N7956Z

Time (Lc1) - 1915 EDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - TURBULENCE
3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 904 4/24/88 WATKINSVILLE, GA A/C Reg. No. N5921T Time (Lcl) - 1930 EDT

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

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

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

Make/Model - CESSNA 150D	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 - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290</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 - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination WINDER, GA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - 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 - 23</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 89</p> <p>Make/Model- 81</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 34</p>
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Instrument Rating(s) - NONE

-----Narrative-----

STRONG HEADWINDS WERE ENCOUNTERED DURING THE X-C FLT. THE PLT LANDED AT AN ARPT TO REFUEL BUT FOUND THE ARPT FBO TO BE CLOSED. HE CONTINUED ON TOWARD HIS DESTINATION. ABOUT 10 MILES FROM HIS DESTINATION, HE MADE A PRECAUTIONARY LDG IN A FIELD DUE TO A CRITICAL LOW-FUEL SITUATION. AFTER OBTAINING 5 GALS OF AVGAS FROM A NEARBY ARPT, HE ATTEMPTED TO TAKEOFF; BUT THE AIRPLANE SUBSEQUENTLY CRASHED IN AN ADJACENT PLOWED FIELD. THE PLT INITIALLY REPORTED THAT HE HAD ABORTED THE T/O AT 30-40 FT AGL AFTER HEARING THE STALL WARNING SOUND. A FEW MONTHS AFTER THE ACCIDENT HOWEVER, THE PLT RPTD THAT HIS ORIGINAL STORY WAS INACCURATE; HE INDICATED THAT THE ENGINE HAD COMPLETELY LOST POWER SHORTLY AFTER T/O WHICH RESULTED IN A FORCED LDG. HE NOTED THAT HE HAD TOLD THE ORIGINAL, ERRONEOUS STORY BASED ON THE ADVICE OF THE ACFT OPERATOR.

Brief of Accident (Continued)

File No. - 904

4/24/88

WATKINSVILLE,GA

A/C Reg. No. N5921T

Time (Lc1) - 1930 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. REFUELING - INADEQUATE - 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
-

-----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. - 974 5/21/88 SHELLMAN, GA A/C Reg. No. N8374U Time (Lc1) - 1300 EDT

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

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

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

Make/Model - CESSNA 172F	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 - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 110/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MARIETTA, GA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data BARBOUR ISLAND</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2500/ 150</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 143</p> <p>Make/Model- 143</p> <p>Instrument- 3</p> <p>Multi-Eng - 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 4</p> <p>Last 90 Days- 17</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MAKING A PERSONAL FLT TO A PVT UNCHARTED AIRSTRIIP ON A COASTAL ISLAND. APPROACHING HIS DESTINATION, THE PLT CANCELLED HIS VFR FLT PLAN WITH FSS. THE PLT STATED THAT HE APPROACHED THE SOFT 2500 FOOT STRIP HIGH AND BALLOONED AT TOUCHDOWN. HE LANDED BEYOND HIS DESIRED TOUCHDOWN POINT AND ELECTED TO TAKEOFF AGAIN WHEN HE FELT HE COULD NOT STOP PRIOR TO REACHING THE CREEK AT THE END OF THE RWY. HE ADDED FULL PWR AND THE AIRPLANE FAILED TO COMPLETELY CLEAR BUSHES AT THE END OF THE RWY. AFTER CONTACTING THE BUSHES THE AIRPLANE LOST ALTITUDE AND TOUCHED DOWN IN THE MARSH BEYOND THE CREEK.

Brief of Accident (Continued)

File No. - 974

5/21/88

SHELLMAN,GA

A/C Reg. No. N8374U

Time (Lcl) - 1300 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ABORTED

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. ABORTED LANDING - DELAYED - PILOT IN COMMAND

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

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) 1,2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 830 7/14/88 DOUGLAS, GA A/C Reg. No. N91217 Time (Lcl) - 2100 EDT

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

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

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

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
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-----

<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 - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</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>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p> <p style="padding-left: 20px;">ROUGH</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE, 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 - 5</p> <p style="padding-left: 20px;">Aircraft Type - C-188</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 8381</td> <td>Last 24 Hrs - 6</td> </tr> <tr> <td>Make/Model- 322</td> <td>Last 30 Days- 122</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 122</td> </tr> <tr> <td>Multi-Eng - 0</td> <td>Rotorcraft - 0</td> </tr> </table>	Total - 8381	Last 24 Hrs - 6	Make/Model- 322	Last 30 Days- 122	Instrument- 0	Last 90 Days- 122	Multi-Eng - 0	Rotorcraft - 0
Total - 8381	Last 24 Hrs - 6									
Make/Model- 322	Last 30 Days- 122									
Instrument- 0	Last 90 Days- 122									
Multi-Eng - 0	Rotorcraft - 0									

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED A TOTAL LOSS OF POWER AND THE PLT MADE A FORCED LANDING IN A PEANUT FIELD. THE PLT RPTD THAT THE ACFT RAN OUT OF FUEL AFTER AN APPROX FLT DURATION OF 2.5 HOURS. THE PUBLISHED AVERAGE MAX. FLT DURATION OF THE ACFT IS 2.6 HOURS. THERE WERE NO RPTD DISCREPANCIES WITH THE ACFT. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 830

7/14/88

DOUGLAS,GA

A/C Reg. No. N91217

Time (Lcl) - 2100 EDT

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 - INACCURATE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 846 9/01/88 WEST CAMERON 28,GM A/C Reg. No. N5747Z Time (Lcl) - 0950 CDT

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

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

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 420 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	WEST CAMERON280,GM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 600 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14634
SE LAND	Months Since - 6	Make/Model- 8454
HELICOPTER	Aircraft Type - BH-206B	Instrument- 18
		Multi-Eng - 5
		Last 24 Hrs - 0
		Last 30 Days- 107
		Last 90 Days- 180
		Rotorcraft - 14158

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED THE HELICOPTER ON A DRILLING PLATFORM AND INSTRUCTED THE MECHANIC TO INSTALL ONLY THE FORWARD TIE-DOWNS. THE MECHANIC SECURED THE FORWARD AND AFT TIE-DOWNS AND SECURED THE FORWARD ROTOR BLADES. WHEN THE PILOT RETURNED TO THE HELICOPTER, HE REMOVED THE ROTOR BLADE TIE-DOWN AND THE FORWARD TIE-DOWNS, BUT NOT THE AFT TIE-DOWNS. AFTER LIFT-OFF, THE HELICOPTER BECAME AIRBORNE IN A NOSE-HIGH ATTITUDE, SETTLED BACK ON THE SAFETY FENCE AND SLID BACKWARD INTO THE WATER.

Brief of Accident (Continued)

File No. - 846

9/01/88

WEST CAMERON 28,GM

A/C Reg. No. N5747Z

Time (Lcl) - 0950 CDT

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

Finding(s)

1. INSTRUCTIONS,WRITTEN/VERBAL - NOT UNDERSTOOD - COMPANY MAINTENANCE PSNL
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. TIE DOWN - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - WATER,ROUGH

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

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

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

Brief of Accident

File No. - 853 5/29/88 HONOLULU, HI A/C Reg. No. N83203 Time (Lcl) - 1515 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Injuries	
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					None
					1
					2

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 400 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- 050/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3558
SE LAND, ME LAND	Months Since - 12	Make/Model- 238
HELICOPTER	Aircraft Type - BH-206	Instrument- 326
		Multi-Eng - 98
		Last 24 Hrs - 6
		Last 30 Days- 41
		Last 90 Days- 92
		Rotorcraft - 2516

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DURING A SIGHTSEEING FLT, JUST AFTER TAKE OFF, THE HELICOPTER BEGAN TO SPIN TO THE RIGHT, THE PLT TRIED TO CORRECT THE SITUATION BY APPLYING LEFT RUDDER. THE HELICOPTER CONTINUED TO SPIN. THE PLT REDUCED THE THROTTLE AND ADJUSTED THE COLLECTIVE. THE SPIN STOPPED. HOWEVER, AT THIS TIME THE HELICOPTER WAS LOW OVER THE WATER. A WAVE CAUGHT THE SKID AND THE HELICOPTER ENTERED THE WATER AND ROLLED TO THE LEFT. INSPECTION OF THE HELICOPTER DID NOT REVEAL ANY MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 853

5/29/88

HONOLULU, HI

A/C Reg. No. N83203

Time (Lcl) - 1515 HST

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

Finding(s)
1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)
2. TERRAIN CONDITION - WATER

-----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. - 945 5/29/88 DES MOINES, IA A/C Reg. No. N67360 Time (Lcl) - 1200 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANOKA, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DES MOINES
Wind Dir/Speed- 200/021 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6501/ 150
Lowest Sky/Clouds - 25000 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 - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 107
SE LAND	Months Since - 9	Make/Model- 21
	Aircraft Type - UNK/NR	Instrument- 1
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT, AN EMERGENCY LANDING WAS MADE WITHIN THREE MILES OF DESTINATION AIRPORT. THE AIRCRAFT NOSED OVER AFTER LANDING ATTEMPT, AND PASSENGER AND PIC WERE NOT INJURED. POST FLIGHT INSPECTION REVEALED ENGINE HAD FAILED DUE TO FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 945

5/29/88

DES MOINES, IA

A/C Reg. No. N67360

Time (Lc1) - 1200 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
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) 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. - 814 6/05/88 AUDUBON,IA A/C Reg. No. N116LB Time (Lcl) - 0915 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass
Other

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

Make/Model - BOHNER TIERRA II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - ROTAX 534
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 - PATWAS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 190/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
DENISON,IA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

AUDUBON MUNICIPAL
Runway Ident - 14
Runway Lth/Wid - 3000/ 60
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - TIERRA

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 181
Make/Model- 115
Instrument- 0
Multi-Eng - 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 2
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE TAKEOFF RUN AND LIFTOFF APPEARED NORMAL, BUT AFTER LIFTOFF THE AIRCRAFT VEERED TO THE RIGHT (INTO THE CROSSWIND). THE PILOT ATTEMPTED TO CORRECT WITH LEFT RUDDER AND AILERON. WHEN HE WAS UNSUCCESSFUL, HE RETARDED THROTTLE. THE PLANE STRUCK THE GROUND WITH THE RIGHT WING AND RIGHT LANDING GEAR, STARTED TO GROUND-LOOP, HIT TWO PEDESTRIANS AND A PARKED A/C.

Brief of Accident (Continued)

File No. - 814

6/05/88

AUDUBON, IA

A/C Reg. No. N116LB

Time (Lcl) - 0915 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

Finding(s)

2. OBJECT - OTHER PERSON
3. OBJECT - AIRCRAFT PARKED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 963 7/08/88 MARION,IA

A/C Reg. No. N25496

Time (Lcl) - 1215 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 0
NONE Pass 0

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

Make/Model - BEECH A-36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3650
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-550-B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/013 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
IOWA CITY,IA
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

MCBRIDE
Runway Ident - 12
Runway Lth/Wid - 2300/ 150
Runway Surface - GRASS/TURF
Runway Status- - DRY

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 711	Last 24 Hrs	- 1
Make/Model-	324	Last 30 Days-	29
Instrument-	131	Last 90 Days-	56
Multi-Eng	- 206	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO LAND AFTER ONE GO-AROUND. WITNESSES SAID THE ACFT TOUCHED DOWN BEYOND THE HALF WAY POINT ON THE 2300 FOOT SOD RUNWAY. HE APPEARED TO BE HIGH AND FAST ACCORDING TO WITNESSES. THE PILOT SAID HE MIGHT HAVE MISTAKEN THE THRESHOLD AND LANDED LONG. A DIRECT CROSS WIND OF ABOUT 15 KNOTS PREVAILED. THE PLT SAID HE WAS UNABLE TO STOP, AND CAREENED THROUGH A FENCE INTO A FARM FIELD COLLAPSING THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 963

7/08/88

MARION, IA

A/C Reg. No. N25496

Time (Lc1) - 1215 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - FENCE

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD
8. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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. - 957 8/15/88 OREANA, ID A/C Reg. No. N9806Y Time (Lcl) - 1330 MDT

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

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

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

Make/Model - CHAMPION 7GCB	Eng Make/Model - LYCOMING O-290-D2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 140 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JACKPOT, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MURPHY, ID	Runway Ident - N/A
Wind Dir/Speed- 270/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1100
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - 7GCBC	Make/Model- UNK/NR
		Last 30 Days- 30
		Instrument- UNK/NR
		Last 90 Days- 80
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS CIRCLING A FRIEND'S RANCH AT LOW ALT WHEN ACFT BEGAN AN UNCOMMANDED LEFT ROLL. PLT WAS ABLE TO LEVEL WINGS BEFORE GROUND CONTACT IN ROUGH TERRAIN. INVESTIGATION REVEALED AILERON ATTACH BOLT MISSING. AILERON HAD JUST UNDERGONE REPAIR.

Brief of Accident (Continued)

File No. - 957

8/15/88

OREANA, ID

A/C Reg. No. N9806Y

Time (Lcl) - 1330 MDT

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

Finding(s)

1. FLT CONTROL SYST, AILERON CONTROL ATTACH POINTS - DISCONNECTED
 2. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
-

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. - 933 8/20/88 ATHOL, ID

A/C Reg. No. N4393U

Time (Lcl) - 1530 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

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

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

ELT Installed/Activated - 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 - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COEUR D'ALENE, ID
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HENLEY AERODROME
Runway Ident - 21
Runway Lth/Wid - 4200/ 50
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 33

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	109	Last 24 Hrs	-	2
Make/Model	-	56	Last 30 Days	-	5
Instrument	-	2	Last 90 Days	-	27
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT HAD BEEN MODIFIED TO CONVENTIONAL LNDG GEAR. ON LANDING ROLL, VARIABLE AND GUSTY SURFACE WINDS WERE ENCOUNTERED. PLT LOST CONTROL OF ACFT, WHICH NOSED OVER.

Brief of Accident (Continued)

File No. - 933

8/20/88

ATHOL, ID

A/C Reg. No. N4393U

Time (Lc1) - 1530 PDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 960 9/06/88 CALDWELL, ID A/C Reg. No. N67Y Time (Lcl) - 1645 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 NONE

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

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

Make/Model - YOUNG-OWENS CASSUTT 3M
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 870
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - 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
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)
ATP,CFI
SE LAND,ME LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - DC-3

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

Total	- 9400	Last 24 Hrs -	1
Make/Model-	20	Last 30 Days-	60
Instrument-	150	Last 90 Days-	300
Multi-Eng -	300	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TEST FLT IN PREPARATION FOR RENO AIR RACES, PLT ENTERED POWER DIVE AT 10000 FT TO 230 KTS AND EXPERIENCED VIBRATIONS. HE REDUCED POWER AND ENTERED A STEEP NOSE HIGH CLIMB ALLOWING THE AIRCRAFT TO DECELERATE TO NEAR STALL SPEED. THE VIBRATION CONTINUED. AT THE TOP OF THE CLIMB, THE AIRCRAFT NOSED OVER TO A STEEP DESCENT AND WOULD NOT RESPOND TO ELEVATOR CONTROL INPUT. THE PLT PARACHUTED TO SAFETY. IMPACT DAMAGE PRECLUDED MEANINGFUL EXAMINATION OF THE AIRCRAFT CONTROLS. THERE WAS NO SEPARATION OF THE HORIZONTAL TAIL COMPONENTS.

Brief of Accident (Continued)

File No. - 960

9/06/88

CALDWELL, ID

A/C Reg. No. N67Y

Time (Lcl) - 1645 MDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. UNDETERMINED

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation DESCENT

Finding(s)

3. EMERGENCY PROCEDURE - PERFORMED -
4. MISC EQPT/FURNISHINGS, SURVIVAL EQUIPMENT - ENGAGED
5. MISC EQPT/FURNISHINGS, PARACHUTE/DROP CHUTE - OPEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 956 9/06/88 PRIEST RIVER, ID A/C Reg. No. N56312 Time (Lcl) - 1530 PDT

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

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

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

Make/Model	- MAULE M5-235C	Eng Make/Model	- LYCOMING O-540-J1A5D	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - UNK/NR</p> <p>Wind Dir/Speed- 230/020 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - 20000 FT BROKEN</p> <p>Obstructions to Vision- SMOKE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point COEUR D'ALENE, ID</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>VALENOV RANCH</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 1800/ 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>GLIDER</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 24</p> <p>Aircraft Type - M5-235C</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1550</p> <p>Make/Model- 1216</p> <p>Instrument- 133</p> <p>Multi-Eng - 105</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 17</p> <p>Last 90 Days- 37</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON APPROACH FOR LNDG ON RWY 27, THE PLT NOTED THAT THE WINDSOCK WAS INDICATING STRONG, SHIFTING WINDS. THE ACFT SETTLED IN THE FLARE, DESPITE ADDED POWER, RESULTING IN HARD LANDING.

Brief of Accident (Continued)

File No. - 956

9/06/88

PRIEST RIVER, ID

A/C Reg. No. N56312

Time (Lcl) - 1530 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. LANDING GEAR, MAIN GEAR - OVERLOAD
5. LANDING GEAR, MAIN GEAR - COLLAPSED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 893 7/08/88 ROCKFORD, IL A/C Reg. No. N8048A Time (Lcl) - 1143 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

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/009 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - 6500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TAYLORVILLE, IL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GREATER ROCKFORD
Runway Ident - 36
Runway Lth/Wid - 8199/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 145	Last 24 Hrs - 0
Make/Model- 52	Last 30 Days- UNK/NR
Instrument- 7	Last 90 Days- UNK/NR
Multi-Eng - 3	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON RUNWAY 36, THE AIRCRAFT EXPERIENCED A LOSS OF DIRECTIONAL CONTROL. SUBSEQUENTLY, IT WENT OFF THE SIDE OF THE RWY & NOSED OVER. NINE MINUTES AFTER THE ACCIDENT, THE WINDS WERE REPORTED TO BE 270 DEGREES AT NINE KNOTS.

Brief of Accident (Continued)

File No. - 893

7/08/88

ROCKFORD, IL

A/C Reg. No. N8048A

Time (Lc1) - 1143 CDT

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 861

7/17/88

CHEBANSE,IL

A/C. Reg. No. N8807L

Time (Lcl) - 1815 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

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -DESCENT

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

Make/Model - PIPER PA-25

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 - RECIP-FUEL INJECTED

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- 060/011 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

KANKAKEE,IL

Destination

GILMAN,IL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9934

Make/Model- 2160

Instrument- 52

Multi-Eng - 41

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 165

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD BEEN REFUELED WITH PILOT'S STATED QUANTITY OF 20 GALS OF FUEL. AFTER COMPLETING HIS SPRAY OPERATION AND RETURNING TO BASE HE STATED "RAN OUT OF GAS". ACFT HAD BEEN AIRBORNE 1 + 15 PLUS TAXI AND ENGINE RUNUP.

Brief of Accident (Continued)

File No. - 861

7/17/88

CHEBANSE,IL

A/C Reg. No. N8807L

Time (Lc1) - 1815 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - FENCE POST

-----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. - 813 1/05/88 SALEM, IN A/C Reg. No. N6487P Time (Lcl) - 0800 EST

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

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

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-AIA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	HAGERSTOWN, MD	Runway Ident - N/A
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2063
SE LAND,ME LAND	Months Since - 1	Make/Model- 44
	Aircraft Type - PA-44	Instrument- 102
		Multi-Eng - 27
		Last 24 Hrs - 3
		Last 30 Days- 33
		Last 90 Days- 95

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N6478P CRASHED DURING A FORCED LANDING NEAR THE SALEM, IN, AIRPORT. THE AIRCRAFT HAD EXPERIENCED AN ENGINE FAILURE DUE TO FAILURE OF THE NUMBER 5 CONNECTING ROD CAP BOLT. THE AIRCRAFT STRUCK A TREE DURING THE APPROACH AND CRASHED 100 YARDS NORTH OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 813

1/05/88

SALEM, IN

A/C Reg. No. N6487P

Time (Lc1) - 0800 EST

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

Phase of Operation UNKNOWN

1. ENGINE ASSEMBLY,CONNECTING ROD BOLT - FAILURE,TOTAL

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. DESCENT - MISJUDGED - PILOT IN COMMAND

3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

4. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 938 5/20/88 TERRE HAUTE, IN A/C Reg. No. N55786 Time (Lcl) - 1837 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/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- 080/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 9000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MATTOON, IL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HULMAN FIELD
Runway Ident - 13
Runway Lth/Wid - 5299/ 150
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 - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 162
Make/Model- 88
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-----

AFTER TAKEOFF FROM THE AIRPORT THE PILOT ATTEMPTED TO RETRACT THE LANDING GEAR. THE LANDING GEAR FAILED TO RETRACT SO THE PILOT DECIDED TO EXTEND THE GEAR. THE PILOT DID NOT GET A DOWN AND LOCKED INDICATION. HE THEN PULLED THE EMERGENCY EXTENSION KNOB BUT STILL DID NOT RECEIVE A DOWN AND LOCKED INDICATION. NEXT THE PILOT ATTEMPTED TO "SHAKE" THE GEAR INTO POSITION, BUT ALL ATTEMPTS FAILED. THE PILOT THEN PROCEEDED TO THE HULMAN REGIONAL AIRPORT IN TERRE HAUTE, IN, WHERE HE RECEIVED INDICATIONS FROM THE TOWER THAT THE GEAR APPEARED TO BE DOWN AND LOCKED. THE PILOT THEN ATTEMPTED TO LAND AT THE AIRPORT AND UPON TOUCHDOWN THE RIGHT MAIN LANDING GEAR COLLAPSED. INVESTIGATION REVEALED THAT THE HYDRAULIC SYSTEM ELECTRIC MOTOR HAD FAILED. THE EMERGENCY SYSTEM FAILED BECAUSE THE MAIN LOCK HOOKS COULD NOT ENGAGE THE LOCK PINS DUE TO LACK OF LUBRICATION AND EXCESSIVE PAINT AND DIRT BUILD UP AROUND THE DOWN LOCK MECHANISM.

Brief of Accident (Continued)

File No. - 938

5/20/88

TERRE HAUTE, IN

A/C Reg. No. N55786

Time (Lcl) - 1837 EST

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

Finding(s)

1. HYDRAULIC SYSTEM, MOTOR - SHORTED
 2. GEAR RETRACTION - NOT POSSIBLE - PILOT IN COMMAND
 3. LANDING GEAR, GEAR LOCKING MECHANISM - CONTAMINATION
 4. GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND
 5. LANDING GEAR, GEAR LOCKING MECHANISM - BINDING (MECHANICAL)
 6. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
 7. MAINTENANCE, LUBRICATION - INADEQUATE - OTHER MAINTENANCE PSNL
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 894 6/08/88 BEDFORD, IN A/C Reg. No. N7151P Time (Lcl) - 1810 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries

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

Fire
NONE

	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 - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
LOUISVILLE, KY
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BEDFORD
Runway Ident - 24
Runway Lth/Wid - 3100/ 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 - 6
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 174
Make/Model- 95
Instrument- 31
Last 24 Hrs - 1
Last 30 Days- 10
Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED BEYOND HIS INTENDED TOUCHDOWN POINT ON THE RUNWAY DUE TO EXCESSIVE AIRSPEED DURING THE APPROACH TO LANDING AND TOUCHDOWN. WHEN THE AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY THE PILOT ELECTED TO PERFORM AN INTENTIONAL GROUND LOOP/SWERVE IN AN ATTEMPT TO AVOID A DITCH/CULVERT IN THE AIRCRAFT'S PATH. THE SIDE LOADS INCURRED DURING THIS MANEUVER CAUSED THE RIGHT MAIN LANDING GEAR TO COLLAPSE.

Brief of Accident (Continued)

File No. - 894

6/08/88

BEDFORD, IN

A/C Reg. No. N7151P

Time (Lcl) - 1810 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 5. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

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. - 858

7/01/88

BEDFORD, IN

A/C Reg. No. N42684

Time (Lcl) - 1815 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - PIPER J3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65
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- 090/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

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

Total	- 1661	Last 24 Hrs -	2
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	44	Last 90 Days-	55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT WAS IN CRUISE FLIGHT AT 1000 FEET AGL WHEN THE PILOT HEARD A BACKFIRE FROM THE ENGINE FOLLOWED BY IMMEDIATE AND TOTAL LOSS OF POWER. FORCED LANDING WAS MADE IN RUGGED, ROCKY TERRAIN. LANDING GEAR SHEARED OFF ON ROLLOUT. INVESTIGATION REVEALED FAILURE OF MAGNETO TIMING GEAR, AND ITS FOUR ATTACHING BOLTS.

Brief of Accident (Continued)

File No. - 858

7/01/88

BEDFORD, IN

A/C Reg. No. N42684

Time (Lcl) - 1815 EST

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

Finding(s)

1. ENGINE ASSEMBLY, TIMING GEAR - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - OVERLOAD
 3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 835 1/19/88 PIERCEVILLE,KS A/C Reg. No. N611CA Time (Lcl) - 1946 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

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

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

Fire
ON GROUND

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

Make/Model - GULFSTREAM COMMANDER 500B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6750
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-B1A5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 340/030 KTS
Visibility - .500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 600 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW SHOWER
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
GARDEN CITY,KS
Destination
WICHITA,,KS

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GARDEN CITY
Runway Ident - 35
Runway Lth/Wid - 5999/ 150
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - AC-500

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2125
Make/Model- 58
Instrument- 128
Multi-Eng - 74
Last 24 Hrs - 2
Last 30 Days- 55
Last 90 Days- 226

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DPTD GARDEN CITY UNDER EXTREMELY POOR WX COND'S. MORE THAN HALF WAY TO DODGE CITY, THE PIC RPTD ENG PBLMS TO KANSAS CITY (ARTCC). VECTORS WERE PROVIDED TO THE DODGE CITY ARPT, BUT THE PIC DID NOT MAINTAIN ASSIGNED HDGS. THE ACFT HEADED BACK TOWARDS GARDEN CITY TO ATTEMPT AN INST APPRCH. RADAR VECTORS WERE PROVIDED FOR THE LOCALIZER APPRCH. RADAR INDICATED THAT THE ACFT DID NOT BECOME STABILIZED ON THE APPRCH. THERE WAS A SIGNIFICANT LOSS OF GRNDSPD AS THE PLT WAS ATTMPTNG TO GET ESTABLISHED ON THE LOCALIZER. RADAR CONTACT WAS LOST ABT 2 MI FM THE ARPT AT A SPD APPRCHNG STALL SPD FOR THIS ACFT. THE ACFT CRASHED ABT 2 MI SHORT AND TO THE RT OF COURSE. THE ACFT IMPACTED IN A VERTICAL NOSE DOWN ATTITUDE ON HDG WHICH INDICATED A TURN AWAY FM THE ARPT. THE LEFT PROP WAS FOUND IN THE FEATHER POSITION. NO MECH PBLM WAS DISCOVERED. THE RT ENG APPEARED TO BE PRODUCING FULL PWR AT IMPACT.

Brief of Accident (Continued)

File No. - 835

1/19/88

PIERCEVILLE,KS

A/C Reg. No. N611CA

Time (Lc1) - 1946 CST

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

Finding(s)

1. 1 ENGINE -
 2. POWERPLANT - UNDETERMINED
 3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
 4. LIGHT CONDITION - DARK NIGHT
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 6. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
 7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
 8. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

9. TERRAIN CONDITION - FROZEN
 10. 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) 2,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 912 5/12/88 CONCORDIA,KS A/C Reg. No. N8240B Time (Lcl) - 1830 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

-----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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WASHINGTON,KS
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
CONCORDIA

Runway Ident - 17
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 53
Biennial Flight Review
Current - NO
Months Since - 35
Aircraft Type - UNK/NR

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

Total	- 201	Last 24 Hrs	- 2
Make/Model-	170	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	3
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING A CROSSWIND LANDING, PIC DECIDED TO MAKE A GO-AROUND. DURING THE GO-AROUND THE ACFT STALLED, STRUCK THE TERRAIN AND CARTWHEELED.

Brief of Accident (Continued)

File No. - 912

5/12/88

CONCORDIA,KS

A/C Reg. No. N8240B

Time (Lcl) - 1830 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 915 6/23/88 TROUSDALE,KS A/C Reg. No. N6525F Time (Lcl) - 1910 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
					1
					0

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

Make/Model - CESSNA 150	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	LARNED,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAWTON,OK	Runway Ident - N/A
Wind Dir/Speed- 160/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 152
SE LAND	Months Since - 6	Last 24 Hrs - 3
	Aircraft Type - C-150	Make/Model- 30
		Last 30 Days- 5
		Instrument- 0
		Last 90 Days- 10
		Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY PERSONAL FLIGHT, THE PIC NOTICED AN EXCESSIVELY HIGH OIL TEMPERATURE. HE SAID HE ENRICHED THE FUEL MIXTURE, AND WHEN THAT FAILED TO COOL THE ENGINE, HE REVERSED HIS COURSE BACK TO HIS DEPARTURE APT. SHORTLY AFTER HIS REVERSAL OF COURSE, THE ENGINE FAILED, AND AN EMERGENCY LDG WAS ATTEMPTED. DURING THE LANDING ROLL, THE AIRCRAFT STRUCK A SERVICE ROAD AND NOSED OVER. THE LDG WAS MADE DOWNWIND, WITH THE WIND VELOCITY OF 13 KNOTS GUSTING TO 20. POST ACCIDENT ENGINE INSPECTION AND RUN UP REVEALED NO MECHANICAL MALFUNCTION. THE FUEL LINE WAS ROUTED ABNORMALLY CLOSE TO THE EXHAUST MANIFOLD AND HAD NO PROTECTIVE SHIELDING.

Brief of Accident (Continued)

File No. - 915

6/23/88

TROUSDALE,KS

A/C Reg. No. N6525F

Time (Lcl) - 1910 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY - OVERTEMPERATURE
 2. FUEL SYSTEM,LINE - INCORRECT
 3. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 4. FLUID,FUEL - OVERTEMPERATURE
 5. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 7. WEATHER CONDITION - TAILWIND
 8. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 949 6/30/88 OLATHE,KS A/C Reg. No. N8328A Time (Lcl) - 0240 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-32R-301T	Eng Make/Model - LYCOMING TIO-540-S1AD	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-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point BELEN,NM	
Method - N/A	Destination SAME AS ACC/INC	Airport Data
Completeness - N/A		JOHNSON COUNTY EXECUTIVE
Basic Weather - IMC	ATC/Airspace	Runway Ident - 35
Wind Dir/Speed- 080/011 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 4099/ 75
Visibility - 2.000 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - FULL STOP	Runway Status - WET
Lowest Ceiling - 4500 FT OVERCAST		
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 227
SE LAND	Months Since - 1	Make/Model- 14
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 14
		Last 30 Days- 0
		Last 90 Days- 105

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A LONG CROSS COUNTRY FLIGHT, THE PILOT SAID HE ENCOUNTERED HEAVY RAIN AND THUNDERSTORMS NEAR HIS DESTINATION. HE REPORTED THAT HE WAS ABLE TO CONTINUE THE FLIGHT UNDER VFR, BUT WHEN LANDING ON THE WET RUNWAY BRAKING WAS INEFFECTIVE. THE AIRPLANE CONTINUED BEYOND THE END OF THE RUNWAY AND STRUCK A CHAINLINK FENCE. THE PILOT REPORTED THAT HIS LANDING SPEED WAS 90 KNOTS.

Brief of Accident (Continued)

File No. - 949

6/30/88

OLATHE,KS

A/C Reg. No. N8328A

Time (Lc1) - 0240 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - RAIN
2. LIGHT CONDITION - DARK NIGHT
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. TOUCHDOWN - MISJUDGED - PILOT IN COMMAND
5. FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND
6. TERRAIN CONDITION - WET

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

Finding(s)

7. OBJECT - FENCE

-----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. - 939 7/09/88 TOPEKA,KS

A/C Reg. No. N80208

Time (Lcl) - 1730 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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - N/A
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

FORBES
Runway Ident - 21
Runway Lth/Wid - 8002/ 200
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 - EXPIRED
Flight Time (Hours)

Total	- 59	Last 24 Hrs	- UNK/NR
Make/Model-	22	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	25
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING IN FROM A PERSONAL SOLO TRAINING FLIGHT, THE STUDENT PILOT TAXIED INTO A CHAIN LINK FENCE WHILE ATTEMPTING TO PARK THE ACFT. THE RIGHT WING SPAR SUSTAINED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 939

7/09/88

TOPEKA,KS

A/C Reg. No. N80208

Time (Lc1) - 1730 CDT

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

Finding(s)

1. OBJECT - FENCE
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 961 7/24/88 LAWRENCE,KS A/C.Reg. No. N6347Q Time (Lcl) - 1100 CDT

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

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

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

Make/Model - MOONEY M20-F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES-UNK/NR
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
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LINCOLN,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAWRENCE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 19
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1040
SE LAND	Months Since - 6	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 860
		Instrument- UNK/NR
		Last 30 Days- 21
		Last 90 Days- 64
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THE ENGINE QUIT DUE TO FUEL EXHAUSTION DURING A PERSONAL CROSS COUNTRY FLIGHT. HE SAID HE TRIED TO GLIDE TO HIS FINAL DESTINATION AIRPORT, BUT MADE AN EMERGENCY LDG IN A FARM FIELD ABOUT 2 MILES SHORT OF THE AIRPORT.

Brief of Accident (Continued)

File No. - 961

7/24/88

LAWRENCE,KS

A/C Reg. No. N6347Q

Time (Lc1) - 1100 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
 5. LANDING GEAR,MAIN GEAR - OVERLOAD
 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

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. - 824 8/08/88 PLEVNA, KS A/C Reg. No. N68JM Time (Lcl) - 0830 CDT

-----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	1	0	0
Accident Occurred During - DESCENT			0	1	0	0

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

Make/Model - TERATORN TIERRA II	Eng Make/Model - ROTAX 532	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 65 HP		

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
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	PRIVATE FIELD
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 30
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 217
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 168
		Last 30 Days- 0
		Instrument- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT ON TAKEOFF CLIMB, APPROXIMATELY 100 FEET AGL, THE A/C BROKE TO THE RIGHT AND HIT THE GROUND. THE PILOT SUSPECTED RIGHT AILERON CONTROL PROBLEMS. INSPECTION OF A/C REVEALED NO MECHANICAL PROBLEMS. THE WIND WAS LIGHT AND VARIABLE AT 10 KTS.

Brief of Accident (Continued)

File No. - 824

8/08/88

PLEVNA,KS

A/C Reg. No. N68JM

Time (Lcl) - 0830 CDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 803 4/26/88 DANVILLE,KY A/C Reg. No. N9712B Time (Lcl) - 1745 EDT

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

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

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

Make/Model - CESSNA 180A	Eng Make/Model - CONTINENTAL O-470-K	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GOODALL FLD.
Wind Dir/Speed- 315/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4800/ 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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 431
SE LAND	Months Since - 22	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 26
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PERFORMED A WHEEL LANDING AND ATTEMPTED TO HOLD THE TAILWHEEL OFF THE RUNWAY SURFACE WITH NOSE DOWN ELEVATOR. THE RIGHT WING BEGAN TO LIFT AND THE ACFT VEERED TO THE RIGHT. REMEDIAL CONTROL INPUTS WERE MADE AND THE LEFT MAIN LANDING GEAR AXLE SEPARATED WHICH CAUSED THE ACFT TO GROUND LOOP TO THE LEFT. THERE WERE NO PREEXISTING MECHANICAL OR STRUCTURAL DIFFICULTIES WITH THE ACFT.

Brief of Accident (Continued)

File No. - 803

4/26/88

DANVILLE, KY

A/C Reg. No. N9712B

Time (Lcl) - 1745 EDT

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

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)
2. LANDING GEAR, AXLE - SEPARATION
3. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 907 4/29/88 CYNTHIANA, KY

A/C Reg. No. N300W

Time (Lcl) - 1230 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED

Fire
IN FLIGHT

Crew
Pass

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

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

Make/Model - BEECH E18S
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 9600
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 290/011 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
ROCHESTER, NY
Destination
LEXINGTON, KY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP
PRECAUTIONARY LANDIN

Airport Proximity
ON AIRPORT

Airport Data

CYNTHIANA HARRISON CO.
Runway Ident - 29
Runway Lth/Wid - 3200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 24
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - BE-18S

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1800
Last 24 Hrs	8
Make/Model	900
Last 30 Days	UNK/NR
Instrument	208
Last 90 Days	123
Multi-Eng	960
Rotorcraft	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS REPOSITIONING THE AIRPLANE FROM AN ON-DEMAND AIR TAXI FREIGHT FLIGHT. HE WAS EN ROUTE FROM ROCHESTER, NY TO HUNTSVILLE, AL WITH A PLANNED REFUEL STOP AT LOUISVILLE, KY. NEAR FALMOUTH, KY HE CHANGED HIS DESTINATION TO LEXINGTON "DUE TO A DEVELOPING ENGINE PROBLEM". HE SAW THE AIRPORT AT CYNTHIANA AND ELECTED TO LAND THERE. WHILE ON DOWNWIND, HE NOTED THE LEFT ENGINE COWLING TURNING BLACK AND ON BASE NOTED FLAMES FROM THE LEFT ENGINE. HE REPTD SHUTTING THE ENGINE DOWN AND FEATHERING THE PROPELLER BUT DID NOT ACTIVATE THE FIRE EXTINGUISHER. DURING THE LANDING ROLL, THE AIRPLANE DEPARTED THE RUNWAY TO THE RIGHT, AND COLLIDED WITH THE AIRPORT WIND "T", A POLE AND A "T" HANGAR. POST ACC INVESTIGATION REVEALED THAT THE LEFT PROP WAS NOT FEATHERED AND THE FUEL WAS NOT SHUT OFF. THE LEFT BRAKE WAS INEFFECTIVE DUE TO FIRE DAMAGE. THE EVIDENCE INDICATED THAT THE FIRE BEGAN IN THE VICINITY OF THE LEFT ENGINE ACCESSORY SECTION. THE SPECIFIC FUEL SOURCE OF THE FIRE WAS NOT IDENTIFIED.

Brief of Accident (Continued)

File No. - 907

4/29/88

CYNTHIANA, KY

A/C Reg. No. N300W

Time (Lc1) - 1230 EDT

Occurrence #1 FIRE
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. 1 ENGINE -
2. FLUID, FUEL - LEAK
3. FIRE EXTINGUISHING EQUIPMENT - NOT USED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, NORMAL BRAKE SYSTEM - BURNED
6. OBJECT - AIRPORT FACILITY
7. OBJECT - POLE
8. OBJECT - BUILDING (NONRESIDENTIAL)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 811 5/11/88 JENNINGS, LA

A/C Reg. No. N4708

Time (Lcl) - 0745 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

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

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3800
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/002 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3819 Last 24 Hrs - 4
Make/Model- 2450 Last 30 Days- 35
Instrument- 10 Last 90 Days- 135
Multi-Eng - 84

Instrument Rating(s) - NONE

-----Narrative-----

THE AG AIRPLANE WAS SPRAYING OVER A RICE FIELD AND WAS MAKING A TURN-AROUND WHEN THE AIRPLANE SETTLED INTO SMALL TREES AND BUSHES. NO PROBLEMS WERE FOUND WITH THE AIRPLANE OR POWERPLANT.

Brief of Accident (Continued)

File No. - 811

5/11/88

JENNINGS, LA

A/C Reg. No. N4708

Time (Lcl) - 0745 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 3. OBJECT - TREE(S)
-

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

-----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. - 854 5/19/88 RAYNE, LA A/C Reg. No. N8657H Time (Lcl) - 1500 CDT

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ASHTON
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500/ 100
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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 18220
SE LAND	Months Since - 1	Last 24 Hrs - 7
	Aircraft Type - C-150	Make/Model- 1130
		Last 30 Days- 39
		Instrument- 120
		Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD MADE SEVEN PREVIOUS TAKEOFFS IN THAT AIRPLANE, THAT DAY, ON THE SAME AIRSTRIP. ON THIS ONE, THE OAT WAS 93 DEGREES F. THE ELEVATION WAS 10 FEET MSL AND THE DENSITY ALTITUDE WAS 2300 FEET. THE AIRPLANE WAS 388 POUNDS OVERWEIGHT AND THE CG WAS .5 INCH BEHIND AFT LIMIT. ON TAKEOFF, THE PILOT SAW HE WAS NOT CLIMBING AND DUMPED HIS LOAD OF FERTILIZER BUT STILL HIT TREES AND THEN THE GROUND.

Brief of Accident (Continued)

File No. - 854

5/19/88

RAYNE, LA

A/C Reg. No. N8657H

Time (Lc1) - 1500 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. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
6. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
7. OBJECT - TREE(S)

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

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

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

Brief of Accident

File No. - 924 6/04/88 RUSTON, LA A/C Reg. No. N6449Y Time (Lcl) - 1430 CDT

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

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

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

Make/Model - CESSNA T-210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	IDABEL, OK	Runway Ident - N/A
Wind Dir/Speed- 050/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1172
SE LAND	Months Since - 23	Make/Model- 368
	Aircraft Type - C-210	Instrument- 130
		Last 24 Hrs - 1
		Last 30 Days- 15
		Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMBOUT, THE ENGINE LOST POWER AND THE AIRPLANE MADE A FORCED LANDING IN A WOODED AREA. AFTER HITTING TREES AND THE TERRAIN, THE AIRPLANE BURNED. NO PRE-IMPACT PROBLEMS WERE FOUND WITH THE POWERPLANT. VENTED FUEL CAPS HAD BEEN INSTALLED BUT WERE DAMAGED IN THE FIRE. THE RIGHT WING TANK VENT WAS PARTIALLY OBSCURED WITH MUD DAUBER'S NEST. NO OTHER REASON FOR LOSS OF ENGINE POWER WAS FOUND.

Brief of Accident (Continued)

File No. - 924

6/04/88

RUSTON, LA

A/C Reg. No. N6449Y

Time (Lc1) - 1430 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CLIMB

Finding(s)

1. FUEL SYSTEM, VENT - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 805 6/07/88 MER ROUGE, LA A/C Reg. No. N4685R Time (Lcl) - 1550 CDT

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

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

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

Make/Model - PEZETEL M-18	Eng Make/Model - PZL ASZ-62-1R	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 10370	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 1000 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1700/ 150
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 - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7500
SE LAND	Months Since - 14	Make/Model- 125
	Aircraft Type - C-182	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AG AIRPLANE DEPARTED THE STRIP WITH 3000 LBS OF FERTILIZER. 200 YDS LATER IT SETTLED IN A RICE FIELD AND FLIPPED FORWARD TO THE INVERTED. NO MECHANICAL PROBLEMS WERE FOUND. ELEVATION AT TAKEOFF WAS 150 FT MSL. DENSITY ALTITUDE WAS 2272 FT. MAX ALLOWABLE GROSS WEIGHT WAS 10370 LBS. TAKEOFF GROSS WEIGHT WAS 10327 LBS.

Brief of Accident (Continued)

File No. - 805

6/07/88

MER ROUGE, LA

A/C Reg. No. N4685R

Time (Lcl) - 1550 CDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
 4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

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

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. - 817 6/28/88 LAKE CHARLES, LA A/C Reg. No. N3969M Time (Lcl) - 2245 CDT

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	NASHVILLE, TN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MUNICIPAL
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 15
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - NIGHT(BRIGHT)		

-----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 - 422
SE LAND, ME LAND	Months Since - 0	Last 24 Hrs - 7
	Aircraft Type - PA-44	Make/Model- 16
		Last 30 Days- 10
		Instrument- 106
		Last 90 Days- 33
		Rotorcraft - 0
		Multi-Eng - 195

Instrument Rating(s) - NONE

-----Narrative-----

BETWEEN FLIGHTS, THE PILOT NOTICED THE NOSE WAS VERY HIGH WHILE TAXIING BUT THOUGHT IT WAS BECAUSE THE STRUT HAD FAILED TO COMPRESS. ON THE NEXT TOUCHDOWN, ON THE MAIN WHEELS, THE AIRPLANE STARTED PORPOISING AND DESPITE THE PILOT'S CORRECTIONS, THE PORPOISING INCREASED IN AMPLITUDE. PILOT APPLIED POWER FOR A GO-AROUND AND THE AIRPLANE STARTED A SHALLOW LEFT TURN THAT PILOT COULD NOT CONTROL WITH RUDDER OR AILERON. AIRPLANE TRAVELED 100 TO 200 FEET BEFORE TOUCHING DOWN, LEFT WING FIRST.

Brief of Accident (Continued)

File No. - 817

6/28/88

LAKE CHARLES, LA

A/C Reg. No. N3969M

Time (Lc1) - 2245 CDT

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

Finding(s)

1. LANDING GEAR - IMPROPER - OTHER MAINTENANCE PSNL
 2. AIRCRAFT SERVICE - IMPROPER - OTHER MAINTENANCE PSNL
 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 4. PORPOISE - INADVERTENT - PILOT IN COMMAND
 5. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
-

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

Finding(s)

6. THROTTLE/POWER CONTROL - EXCESSIVE - 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) 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. - 922 6/29/88 CHENEYVILLE, LA A/C Reg. No. N48585 Time (Lcl) - 1618 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	DESTROYED	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	- SCHWEIZER G-164B	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	- 6500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

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

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

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total - 15000
SE LAND, ME LAND	Months Since	- 17	Make/Model - 8000
	Aircraft Type	- C-206	Instrument - 1100
			Multi-Eng - 4000
			Last 24 Hrs - 9
			Last 30 Days - 70
			Last 90 Days - 120
			Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG AIRPLANE WAS RETURNING AFTER SPRAYING CHEMICAL WHEN THE ENGINE STARTED TO LOSE POWER. DURING THE FORCED LANDING ON A HIGHWAY THE LEFT WING STRUCK A ROAD SIGN. NO MECHANICAL REASON FOR THE ENGINE POWER LOSS WAS FOUND. THE ACFT HAD AN ANNUAL INSPECTION 225 HOURS PRIOR TO THE ACC. TOTAL ACFT TIME WAS 4974 HOURS. THE ENG HAD ACCUM 653 HOURS SINCE A MAJOR OVERHAUL. THE DATE OF THE LAST ANNUAL WAS 3/1/88. POST ACC EXTERNAL INSPECTION OF THE ENG SHOWED ADEQUATE FUEL TO THE CARBURETOR AND ADEQUATE OIL SUPPLY. THE PLT SAID THE POWER LOSS WAS PARTIAL BUT HE COULD NOT MAINTAIN ALT. DURING THE LANDING ON A 4 LANE DIVIDED HIWAY THE ACFT STRUCK A SIGN AND SKIDDED SIDEWAYS ABOUT 50 FT BEFORE STOPPING. THE RT LNDG GEAR SHEARED OFF BUT THE ACFT REMAINED UPRIGHT.

Brief of Accident (Continued)

File No. - 922

6/29/88

CHENEYVILLE, LA

A/C Reg. No. N48585

Time (Lc1) - 1618 CDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. CARBURETOR HEAT - NOT USED - 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. TERRAIN CONDITION - POLE
-

-----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. - 801 8/14/88 MANGHAM, LA A/C Reg. No. N7234 Time (Lcl) - 1400 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - SCHWEIZER G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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,ATP

SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - HS-125

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7200

Make/Model- 3710

Instrument- 118

Multi-Eng - 988

Last 24 Hrs - 5

Last 30 Days- 45

Last 90 Days- 130

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG AIRPLANE WAS SPRAYING COTTON WHEN THE ENGINE STARTED TO VIBRATE. PILOT PULLED AIRPLANE UP AND VIBRATION WAS SO BAD POWER HAD TO BE REDUCED. PILOT MADE A FORCED LANDING IN A MUDDY FIELD. THE LEFT WING CAUGHT IN TALL GRASS AND AIRPLANE CARTWHEELED. PILOT STATED HE FOUND PROPELLER BROKEN OFF WITH EVIDENCE OF PRE-EXISTING CRACK IN PROP SHAFT.

Brief of Accident (Continued)

File No. - 801

8/14/88

MANGHAM, LA

A/C Reg. No. N7234

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
2. ENGINE ASSEMBLY, CRANKSHAFT - CRACKED
3. PROPELLER SYSTEM/ACCESSORIES - VIBRATION
4. PROPELLER SYSTEM/ACCESSORIES, BLADE - 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)

5. TERRAIN CONDITION - HIGH VEGETATION
6. TERRAIN CONDITION - GRASS
7. 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) 3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 926 8/14/88 RAYNE, LA A/C Reg. No. N979X Time (Lcl) - 1104 CDT

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

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

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

Make/Model - GRUMMAN G-164A	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 - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 30000
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - 5
	Aircraft Type - C-172	Make/Model- UNK/NR
		Last 30 Days- 80
		Instrument- UNK/NR
		Last 90 Days- 250
		Multi-Eng - 10000
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF A SWATH RUN, THE AG PILOT PULLED THE AIRPLANE UP AND TO THE LEFT TO START A TURN-AROUND. THE UPPER LEFT WING STRUCK A STEEL GUY-CABLE OF A 300 FOOT TOWER. THE AIRPLANE MADE SEVERAL TURNS OF AN INVERTED FLAT-SPIN BEFORE WATER IMPACT INTO AN EIGHT FOOT DEEP FARM POND.

Brief of Accident (Continued)

File No. - 926

8/14/88

RAYNE, LA

A/C Reg. No. N979X

Time (Lcl) - 1104 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. OBJECT - WIRE, STATIC
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY
-

----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. - 923

8/19/88

CATAHOULA, LA

A/C Reg. No. N6685Q

Time (Lcl) - 1900 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -OTHER WORK USE

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - SCHWEIZER G-164B

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 - 5200

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 18000 FT SCATTERED

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

JEANERETTE, LA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - SOFT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 67

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 44366

Last 24 Hrs - 7

Make/Model- 23877

Last 30 Days- 68

Instrument- 200

Last 90 Days- 274

Multi-Eng - 1000

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AG AIRPLANE WAS BEING UTILIZED TO SCARE BIRDS AWAY FROM THE RICE FIELDS. IT WAS 15 FEET AGL WHEN THE ENGINE BACKFIRED AND QUIT. THE AIRPLANE COLLIDED WITH THE TERRAIN AND BURNED. THE ENGINE AND ENGINE ACCESSORIES WERE SO DESTROYED BY FIRE THAT NOTHING COULD BE DETERMINED AS TO WHY THE ENGINE BACKFIRED AND QUIT.

Brief of Accident (Continued)

File No. - 923

8/19/88

CATAHOULA, LA

A/C Reg. No. N6685Q

Time (Lc1) - 1900 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. POWERPLANT - UNDETERMINED
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 816

9/01/88

WELSH, LA

A/C Reg. No. N9730G

Time (Lcl) - 1530 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA 180H
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC
Wind Dir/Speed- 270/015 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EUNICE, 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

WELSH
Runway Ident - 06
Runway Lth/Wid - 2700/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	387	Last 24 Hrs	-	UNK/NR
Make/Model	-	77	Last 30 Days	-	18
Instrument	-	0	Last 90 Days	-	51
Multi-Eng	-	0	Rotorcraft	-	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING THE TAILWHEEL TYPE AIRPLANE ON RUNWAY 6 WHILE THE WINDS WERE FROM 270 DEGREES AT 15 KNOTS, GUSTING TO 25 KNOTS. AFTER TOUCHDOWN, IT BALLOONED SEVERAL FEET, TOUCHED ON THE LEFT WHEEL, THEN THE LEFT WING TIP AND FLIPPED FORWARD TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 816

9/01/88

WELSH,LA

A/C Reg. No. N9730G

Time (Lc1) - 1530 CDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 840 4/28/88 ELKTON,MD A/C Reg. No. N4255F Time (Lcl) - 1045 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING CRUISE FLT AT AN ALT OF 1500 FT, THE ENGINE SUDDENLY STOPPED PRODUCING POWER. THE ACFT WAS LANDED ON RAILROAD TRACKS IN ORDER TO AVOID TREES. THE ACFT NOSED OVER DURING THE LANDING. PLT STATED THAT THE RIGHT FUEL TANK GAUGE INDICATED 1/4 TANK AND THE LEFT GAUGE INDICATED A FULL TANK OF FUEL WHEN THE POWER LOSS OCCURRED. HE SWITCHED FUEL TANKS BUT WAS UNABLE TO RESTART THE ENGINE. POST ACCIDENT TEST RUN OF THE ENGINE FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION. THE PLT FAILED TO FILE AN ACC REPORT AND THERE IS NO RECORD INFO ON THE PLT.

Brief of Accident (Continued)

File No. - 840

4/28/88

ELKTON, MD

A/C Reg. No. N4255F

Time (Lcl) - 1045 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

----Probable Cause----

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

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. - 902 2/24/88 SCHOOLCRAFT, MI A/C Reg. No. N14142 Time (Lcl) - 1310 EST

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

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

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

Make/Model	- NORTH AMERICAN T-28A	Eng Make/Model	- WRIGHT R-1820-86D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 7400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 1200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 290/015 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 1200 FT OVERCAST</p> <p>Obstructions to Vision- BLOWING SNOW</p> <p>Precipitation - SNOW</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point KALAMAZOO, MI</p> <p>Destination HARTFORD, WI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</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 - DIRT</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4915
SE LAND, ME LAND	Months Since - 16	Make/Model- 450
	Aircraft Type - BE-58	Instrument- 564
		Multi-Eng - 3610
		Last 24 Hrs - 1
		Last 30 Days- 13
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE PILOT WAS CLIMBING THROUGH 7800 MSL HE NOTICED A VAPOR TRAIL COMING FROM THE RIGHT EXHAUST AREA. THE PILOT NOTIFIED APPROACH CONTROL THAT HE WAS RETURNING TO THE DEPARTURE AIRPORT AND THEY SUPPLIED RADAR VECTORS. THE PILOT STARTED A DESCENT AND DURING THIS TIME THE ENGINE POWER FADED FAST. CONSEQUENTLY HE DECIDED HE WAS NOT GOING TO MAKE IT BACK. THE PILOT CONTACTED APPROACH WHO THEN VECTORED HIM TO A SMALL AIRPORT APPROXIMATELY 2 MILES AWAY. THE PREMATURE DESCENT ALSO PLACED THE ALTERNATE AIRPORT OUT OF RANGE. THE PILOT CHOSE AN OPEN FIELD TO LAND IN. ABOUT 15 FT ABOVE THE GROUND THE AIRCRAFT STALLED. IT IMPACTED THE GROUND HARD ON ALL THREE LANDING GEAR. THE NOSE WHEEL COLLAPSED CAUSING THE AIRCRAFT TO NOSE OVER. INVESTIGATION REVEALED THAT THE #4 CYLINDER EXHAUST VALVE HAD FAILED.

Brief of Accident (Continued)

File No. - 902

2/24/88

SCHOOLCRAFT,MI

A/C Reg. No. N14142

Time (Lc1) - 1310 EST

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. TERRAIN CONDITION - OPEN FIELD
5. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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. - 901	6/10/88	LAKE CITY, MI	A/C Reg. No. N5574A	Time (Lcl) - 1330 EDT
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-----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 -DESCENT					

-----Aircraft Information-----

Make/Model - KOOPSEN MILLER SPORT II	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 - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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- 330/005 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 ACME, MI</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>HOME ACRES</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2600/ 150</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 68</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - GC-1B</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1467</p> <p>Make/Model- 22</p> <p>Instrument- 35</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 3</p> <p>Last 90 Days- 8</p>
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Instrument Rating(s) - NONE

-----Narrative-----

JUST PRIOR TO TURNING ON FINAL APPROACH TO LAND, THE PILOT EXPERIENCED A COMPLETE LOSS OF POWER. HE CONTINUED THE APPROACH BUT DECELERATED MORE RAPIDLY THAN HE ANTICIPATED AND WAS UNABLE TO CLEAR A STAND OF TREES ON THE APPROACH PATH. EXAMINATION REVEALED A LOSS OF CONTINUITY IN THE THROTTLE LINKAGE WHICH WAS DISCONNECTED AT THE CARBURETOR. THE OWNER/PLT STATED THAT EVEN THOUGH IT LOOKED SECURE IT WAS POSSIBLE TO PULL THE THROTTLE CABLE LOOSE FROM THE CARBURETOR AND HE THOUGHT IT SHOULD BE REDESIGNED.

Brief of Accident (Continued)

File No. - 901

6/10/88

LAKE CITY, MI

A/C Reg. No. N5574A

Time (Lc1) - 1330 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
 2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
-

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

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. - 897 7/16/88 MENOMINEE, MI

A/C Reg. No. N280FX

Time (Lcl) - 0910 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - ENSTROM 280FX
Landing Gear - SKID
Max Gross Wt - 2600
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-F1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

MEMOMINEE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

Wind Dir/Speed- 060/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - SIMULATED FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND
HELICOPTER

Age - 55

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5885	Last 24 Hrs	- 4
Make/Model-	900	Last 30 Days-	20
Instrument-	UNK/NR	Last 90 Days-	45
Multi-Eng	- UNK/NR	Rotorcraft	- 3250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DEMONSTRATION OF AN AUTOROTATION TO A RUN-ON LANDING, THE HELICOPTER SKIDS DRAGGED IN THE SOFT GRASS UPON TOUCHDOWN, AND THE HELICOPTER VEERED TO THE LEFT. THE PILOT FAILED TO MAINTAIN AIRCRAFT CONTROL WHEN THE HELICOPTER VEERED LEFT, THE RIGHT SKID DUG DEEPER INTO THE TURF AND THE HELICOPTER ROLLED OVER.

Brief of Accident (Continued)

File No. - 897

7/16/88

MENOMINEE,MI

A/C Reg. No. N280FX

Time (Lc1) - 0910 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - INITIATED - PILOT IN COMMAND
 2. TERRAIN CONDITION - SOFT
 3. RUN ON LANDING - ATTEMPTED - PILOT IN COMMAND
 4. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 968

7/16/88

BATTLECREEK, MI

A/C Reg. No. N24DS

Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - SILLIMAN HATZ CB-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

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 - GRASS/TURF
Runway Status - DRY

Wind Dir/Speed- 022/008 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 20000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP, CFI
SE LAND, ME LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-421

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 7500	Last 24 Hrs -	2
Make/Model-	40	Last 30 Days-	30
Instrument-	1700	Last 90 Days-	90
Multi-Eng -	5500	Rotorcraft -	12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO EXECUTE A FORCED LANDING DUE TO AN ENGINE FAILURE, THE PILOT MISJUDGED HIS EMERGENCY PROCEDURE AND COLLIDED WITH TREES THEN THE GND DURING THE DESCENT TO THE FAIRWAY HE HAD SELECTED FOR LANDING. THE ENGINE FAILURE WAS DUE TO FUEL STARVATION CAUSED BY A FUEL VENT LINE WHICH WAS CRIMPED CLOSED.

Brief of Accident (Continued)

File No. - 968

7/16/88

BATTLECREEK, MI

A/C Reg. No. N24DS

Time (Lcl) - 1000 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, VENT - DISTORTED
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 4. ALTITUDE - MISJUDGED - 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) 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. - 916 6/29/88 DETROIT LAKES, MN A/C Reg. No. N44140 Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- PIPER PA-28R-200	Eng Make/Model	- LYCOMING IO-360-C1C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/020 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>MINNEAPOLIS, MN</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>DETROIT LAKES</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 4500/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 106</p> <p>Make/Model- 48</p> <p>Instrument- 9</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 19</p> <p>Last 90 Days- 40</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING FINAL APPROACH FOR LANDING AT HIS DESTINATION AIRPORT THE PILOT STATED THAT HE ELECTED TO ATTEMPT A GO-AROUND DUE TO DIFFICULTY WITH GUSTY WINDS. HE STATED THAT HE WAS APPROXIMATELY 3' TO 5' ABOVE THE GROUND WHEN HE INITIATED THE GO-AROUND, AND AS HE ADDED FULL POWER THE RIGHT WING OF THE AIRCRAFT STRUCK THE GROUND ON THE RIGHT SIDE OF THE RUNWAY. THE NOSE GEAR STRUCK THE GROUND, COLLAPSED, AND THE AIRCRAFT SKIDDED TO A STOP.

Brief of Accident (Continued)

File No. - 916

6/29/88

DETROIT LAKES, MN

A/C Reg. No. N44140

Time (Lcl) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation GO-AROUND (VFR)

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
 6. LANDING GEAR, NOSE GEAR - COLLAPSED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 899 6/30/88 LONSDALE, MN A/C Reg. No. N63178 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

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WEBSTER, MN
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
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
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 610 Last 24 Hrs - 3
Make/Model- 23 Last 30 Days- 13
Instrument- 99 Last 90 Days- 35
Multi-Eng - 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS EXECUTING A POWER-OFF GLIDE AND WHEN AN ATTEMPT WAS MADE TO RECOVER BY ADDING POWER, THE ENGINE DID NOT RESPOND. THE PILOT WAS THEN FORCED TO MAKE AN EMERGENCY LANDING IN A FIELD. DURING THE FORCED LANDING THE PILOT WAS UNABLE TO MAINTAIN CONTROL AND SUBSEQUENTLY CAUGHT A WINGTIP ON THE ROUGH TERRAIN AND CARTWHEELED THE AIRCRAFT. AS A RESULT THE AIRCRAFT WAS DESTROYED. INVESTIGATION OF THE ENGINE BY AN FAA INSPECTOR REVEALED THAT THE CARBURETOR WAS CONTAMINATED WITH A FIBERGLASS SUBSTANCE WHICH BLOCKED THE THROAT OF THE CARBURETOR. THERE WERE NO OTHER SIGNS OF THE SUBSTANCE AND AS A RESULT THE PLACE OF ORIGIN OF THE SUBSTANCE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 899

6/30/88

LONSDALE, MN

A/C Reg. No. N63178

Time (Lcl) - 1630 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BLOCKED(TOTAL)
 2. FLUID, FUEL - STARVATION
 3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND(CFI)
-

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 - MOUNTAINOUS/HILLY
 5. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 860 7/24/88 ELBOW LAKE, MN

A/C Reg. No. N6590Z

Time (Lcl) - 1700 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 -OTHER WORK USE

Fire
NONE

Crew
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-25
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-A1D5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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 - 25
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172M

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 223
Make/Model- 23
Instrument- 3
Last 24 Hrs - 7
Last 30 Days- 10
Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING LOW LEVEL FLIGHT IN PREPARATION FOR HIS CERTIFICATION UNDER 14 CFR 137 WHEN THE AIRCRAFT EXPERIENCED A COLLISION WITH WIRES. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED DURING THIS COLLISION AND THE SUBSEQUENT COLLISION WITH TREES AND THE GROUND.

Brief of Accident (Continued)

File No. - 860

7/24/88

ELBOW LAKE, MN

A/C Reg. No. N6590Z

Time (Lcl) - 1700 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, STATIC
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 866 4/29/88 SHELL KNOB, MO A/C Reg. No. N635B Time (Lc1) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH 95	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	EAST ST. LOUIS, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SHELL KNOB
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3750/ 80
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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1365
SE LAND, ME LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - BE-95	Make/Model- 1012
		Last 30 Days- 14
		Instrument- 275
		Last 90 Days- 36
		Multi-Eng - 1012
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF THE ACCIDENT AIRCRAFT FAILED TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING ROLL. THE LEFT WING OF THE AIRCRAFT STRUCK TREES ALONG THE LEFT SIDE OF THE RUNWAY. AIRCRAFT CONTROL WAS LOST RESULTING IN THE RIGHT MAIN LANDING GEAR COLLAPSING.

Brief of Accident (Continued)

File No. - 866

4/29/88

SHELL KNOB, MO

A/C Reg. No. N635B

Time (Lc1) - 1100 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - TREE(S)
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LANDING GEAR, MAIN GEAR - COLLAPSED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 865 5/21/88 INDEPENDENCE,MO A/C Reg. No. N2378L Time (Lcl) - 1500 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
INDEPENDENCE,MO
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
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - BE-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 236 Last 24 Hrs - 3
Make/Model- 236 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 20
Multi-Eng - 0 Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC PLANNED A LOCAL FLT TO PRACTICE TOUCH AND GO LNDGS. ON AN EARLIER FLT THE PIC HAD SWITCHED THE FUEL SELECTOR TO WHAT HE THOUGHT WAS THE FULLEST TANK. AS THE SUBSEQUENT FLT PROGRESSED, THE PIC AGAIN SELECTED WHAT HE CONSIDERED TO BE THE FULLEST TANK AS PART OF THE PRE-LNDG CHKLST. AS THE ACFT BEGAN THE PWRD CLIMB PORTION OF THE TOUCH AND GO LNDG, THE ENG FALTERED AND QUIT. INSUFFICIENT ALT WAS AVAILABLE TO EXECUTE A RETURN TO THE RWY, SO THE PIC STATED HE LOWERED THE NOSE AND MADE A FORCED LNDG INTO A GROVE OF TREES. THE PIC REALIZED LATER THAT HE HAD SWITCHED TO THE FUEL TANK WHICH CONTAINED LITTLE OR NO FUEL.

Brief of Accident (Continued)

File No. - 865

5/21/88

INDEPENDENCE, MO

A/C Reg. No. N2378L

Time (Lc1) - 1500 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)
-

-----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. - 953 5/28/88 ST. CHARLES, MO A/C Reg. No. N89443 Time (Lcl) - 1315 CDT

-----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 - DESCENT			0	0	0	1	
			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	COLUMBIA, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ST. CHARLES
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 29
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING A LANDING APCH AT THE END OF A STUDENT SOLO CROSS COUNTRY FLIGHT, A FULL FLAP GO AROUND WAS ATTEMPTED. WITNESSES SAID THE ACFT WAS HIGHER THAN NORMAL, AND AFTER PASSING OVER MORE THAN ONE HALF OF THE USABLE RUNWAY, THE PILOT INITIATED A GO AROUND. THE PLT SAID HE WAS IN A FULL FLAP CONFIGURATION AND WAS UNABLE TO ACCELERATE THE ACFT SUFFICIENTLY TO RETRACT FLAPS. THE AIRCRAFT STALLED AND NOSED INTO AN ADJACENT FIELD.

Brief of Accident (Continued)

File No. - 953

5/28/88

ST. CHARLES, MO

A/C Reg. No. N89443

Time (Lcl) - 1315 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. GO-AROUND - DELAYED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
 5. RAISING OF FLAPS - 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. - 950 6/18/88 ST. LOUIS,MO A/C Reg. No. N4234A Time (Lcl) - 1250 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-SABER AVIATION INC	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0	None
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- VOLPAR D18S	Eng Make/Model	- GARRETT TPE-331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11500	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 620 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CHARLOTTE,NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WEISS
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3030/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2755
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 450
	Aircraft Type - UNK/NR	Instrument- 434
		Multi-Eng - 1300
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ARRIVING AT HIS DESTINATION AIRPORT AFTER A NIGHT 14 CFR 135 AIR TAXI CARGO FLIGHT, THE MAIN LANDING GEAR COLLAPSED DURING ROLL-OUT CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT. POST ACCIDENT INVESTIGATION REVEALED A BROKEN LANDING GEAR DRAG LINK, WHICH CAUSED THE MAIN GEAR COLLAPSE. THE ACFT WAS A VOLPAR TRI-GEAR CONVERSION OF THE BEECH 18 USING GARRETT TURBOPROP ENGINES AND WITH AN INCREASED MAXIMUM ALLOWABLE GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 950

6/18/88

ST. LOUIS,MO

A/C Reg. No. N4234A

Time (Lcl) - 1250 CDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
2. MAINTENANCE,MODIFICATION - PERFORMED - COMPANY MAINTENANCE PSNL

-----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. - 911 6/19/88 FLORENCE, MO

A/C Reg. No. N94045

Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	1	
Pass 0	0	0	1	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - ERCOUPE 415-C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-75-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/015 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
SEDALIA, MO
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 65
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 415-C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 153	Last 24 Hrs - UNK/NR
Make/Model- 46	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 3
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A PERSONAL FLIGHT, PIC SAID HE BEGAN TO LOSE ENGINE POWER. HE ELECTED TO MAKE A PRECAUTIONARY LDG IN A FARM FIELD, AND DURING THE ROLL OUT, THE NOSE WHEEL STRUCK A DITCH. POST FLT EXAMINATION FAILED TO REVEAL ANY CAUSE FOR THE PARTIAL POWER LOSS.

Brief of Accident (Continued)

File No. - 911

6/19/88

FLORENCE, MO

A/C Reg. No. N94045

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE
1. UNDETERMINED

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

- 2. TERRAIN CONDITION - NONE SUITABLE
 - 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 - 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 914 6/28/88 WARRENSBURG, MO A/C Reg. No. N7546 Time (Lc1) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - SCHWEIZER 2-33	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1040	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKY HAVEN
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 75
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 - 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	Last 24 Hrs - 3
GLIDER	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 3
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A STUDENT PILOT'S FIRST SOLO IN A GLIDER, THE PLT SAID HE MISREAD THE ALTIMETER BY 1000 FEET. ATTEMPTING TO LAND ON THE AIRPORT DURING THE LOW APPROACH, HE STRUCK TREES, THEN A FENCE, BEFORE GROUND CONTACT.

Brief of Accident (Continued)

File No. - 914

6/28/88

WARRENSBURG, MO

A/C Reg. No. N7546

Time (Lcl) - 1300 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. ALTITUDE - MISREAD - PILOT IN COMMAND
 2. OBJECT - TREE(S)
 3. OBJECT - FENCE
-

Occurrence #2 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

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. - 823 7/09/88 NIOSHO,MO A/C Reg. No. N45OLR Time (Lcl) - 1052 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - BOEING 75A	Eng Make/Model - P&W R-985-ANAP0-4	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3520	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ZELLWOOD,FL	NEOSHO MEMORIAL
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 7591
SE LAND,ME LAND	Months Since - 3	Make/Model- 8
	Aircraft Type - PA-34	Instrument- 231
		Multi-Eng - 4924
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 301
		Rotorcraft - 11

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT JUST AFTER LIFTOFF, THEY OBSERVED A MAP BLOW OUT OF THE A/C. THE PILOT STATED HE SAW SOMETHING GO PAST AND TURNED TO SEE WHAT IT WAS. HE INADVERTENTLY PUSHED THE STICK FORWARD AND HIT THE RUNWAY NOSE-FIRST. THE PILOT STATED THAT HE WAS UNCONSCIOUS UNTIL THE A/C AGAIN LIFTED OFF, 136 FEET DOWN THE RUNWAY. THE A/C STALLED APPROXIMATELY 75 FEET AGL AND CRASHED.

Brief of Accident (Continued)

File No. - 823

7/09/88

NEOSH0,MO

A/C Reg. No. N45OLR

Time (Lc1) - 1052 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
2. DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. STALL - INADVERTENT - PILOT IN COMMAND
4. INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 975 7/10/88 ST. CHARLES, MO A/C Reg. No. N82994 Time (Lcl) - 1845 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 -TAXI		Other 0	0	0	2	

-----Aircraft Information-----

Make/Model - AERONCA 7EC	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 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	SMART FIELD
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - TRAFFIC ADVISORY	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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 709
SE LAND, ME LAND	Months Since - 3	Make/Model- 400
	Aircraft Type - 7EC	Instrument- 9
		Multi-Eng - 2
		Last 24 Hrs - 5
		Last 30 Days- 27
		Last 90 Days- 52
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID, WHILE TAXIING IN FROM A PERSONAL FLT, HE COLLIDED WITH ANOTHER AIRCRAFT THAT WAS TAXIING OUT FOR DEPARTURE. THE PLT SAID WHEN IT BECAME APPARENT THAT THE CONVERGING AIRCRAFT DID NOT SEE HIM, HE TRIED TO TURN OFF THE TAXIWAY, BUT WAS UNABLE TO AVOID A COLLISION.

Brief of Accident (Continued)

File No. - 975

7/10/88

ST. CHARLES, MO

A/C Reg. No. N82994

Time (Lc1) - 1845 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 975 7/10/88 ST. CHARLES, MO A/C Reg. No. N2582B Time (Lcl) - 1845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries			
	MINOR		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAXI		Other	0	0	0	2

-----Aircraft Information-----

Make/Model - STINSON L5	Eng Make/Model - LYCOMING O-435-C	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 190 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/005 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 15000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - TRAFFIC ADVISORY Type Apch/Lndg - NONE	Airport Proximity ON AIRPORT Airport Data SMART FIELD Runway Ident - 36 Runway Lth/Wid - 3900/ 75 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 63 Biennial Flight Review Current - YES Months Since - 23 Aircraft Type - PA-28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1455 Make/Model- 46 Instrument- 79 Multi-Eng - 636 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- UNK/NR Rotorcraft - UNK/NR
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE WAS TAXIING OUT FOR DEPARTURE, WHEN HE COLLIDED WITH ANOTHER AIRCRAFT THAT WAS TAXIING IN FROM A LOCAL FLIGHT. HE SAID HE WAS INTENDING TO MAKE AN INTERSECTION TAKEOFF AND FAILED TO SEE THE INCOMING AIRCRAFT IN TIME TO AVOID A COLLISION.

Brief of Accident (Continued)

File No. - 975

7/10/88

ST. CHARLES, MO

A/C Reg. No. N2582B

Time (Lcl) - 1845 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 943 7/27/88 LAMAR, MO

A/C Reg. No. N29168

Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0
Other 0	0	0	1

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 070/005 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 17000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEVADA, MO
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

LAMAR MUNI
Runway Ident - 21
Runway Lth/Wid - 2910/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 45
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 45	Last 24 Hrs - 2
Make/Model- 45	Last 30 Days- 12
Instrument- 1	Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LDG ROLL, THE STUDENT PILOT RETURNING FROM A SOLO CROSS COUNTRY FLIGHT, COLLIDED WITH AN AERIAL APPLICATION ACFT, THAT PULLED ON TO THE INTERSECTION FOR TAKEOFF. THE STUDENT PLT ATTEMPTED TO COMMUNICATE WITH THE OTHER ACFT PRIOR TO LDG, BUT THE SPRAY PLANE HAD NO RADIO.

Brief of Accident (Continued)

File No. - 943

7/27/88

LAMAR, MO

A/C Reg. No. N29168

Time (Lcl) - 1300 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 943 7/27/88 LAMAR, MO A/C Reg. No. N5017S Time (Lcl) - 1300 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 -TAXI		Other 0	0	0	1

-----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 - 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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAMAR MUNI
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2910/ 40
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 17000 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 - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 24000
SE LAND, ME LAND	Months Since - 16	Make/Model- 1500
	Aircraft Type - PA-11	Instrument- 425
		Multi-Eng - 1800
		Last 24 Hrs - 6
		Last 30 Days- 50
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE AERIAL APPLICATOR ACFT SAID HE WAS PULLING OUT FOR AN INTERSECTION DEPARTURE ON RWY 21, WHEN THE CESSNA ON A LANDING ROLL, STRUCK HIM FROM THE REAR. THE PILOT SAID THAT POSSIBLY THE BACKGROUND, HAZE, AND AIRFRAME COMPONENTS MADE THE INCOMING ACFT DIFFICULT TO SEE. THE AG ACFT WAS NOT EQUIPPED WITH TWO-WAY RADIO EQUIPMENT.

Brief of Accident (Continued)

File No. - 943

7/27/88

LAMAR,MO

A/C Reg. No. N5017S

Time (Lcl) - 1300 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT OF OTHER AIRCRAFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 825 8/07/88 MARYLAND HGTS,MO A/C Reg. No. N830CR Time (Lcl) - 0820 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - ROSENMYER SKYRANGER S/C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - VOLKSWAGEN HAPI
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 60 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/003 KTS
Visibility - 70.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1361
Make/Model- 4
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE A/C MAKING A TURN WHEN THE WINGS CAME OFF AND THE A/C NOSE-DIVED TO THE GROUND WITH THE WINGS "FLOATING" DOWN AFTER THE A/C. EXAMINATION OF THE WRECKAGE FOUND A FATIGUE CRACK 1/3 THE CIRCUMFERENCE WITH INSTANTANEOUS CRACKING ON THE REMAINDER CIRCUMFERENCE OF THE RIGHT WING LIFT STRUT.

Brief of Accident (Continued)

File No. - 825

8/07/88

MARYLAND HGTS,MO

A/C Reg. No. N83OCR

Time (Lc1) - 0820 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WING,BRACING STRUT - FATIGUE
2. ACFT/EQUIP, INADEQUATE AIRCRAFT COMPONENT - PRODUCTION/DESIGN PERSONNEL
3. WING,BRACING STRUT - FAILURE,TOTAL
4. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
5. LACK OF FAMILIARITY WITH AIRCRAFT - 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) 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. - 913 8/29/88 REED SPRINGS, MO A/C Reg. No. N3475V Time (Lcl) - 1515 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 1	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	AURORA, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 060/006 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 - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 434
SE LAND,ME LAND	Months Since - 1	Make/Model- 227
	Aircraft Type - C-150	Instrument- 54
		Multi-Eng - 16
		Last 24 Hrs - 1
		Last 30 Days- 82
		Last 90 Days- 145
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT AIRCRAFT WAS OBSERVED PERFORMING HIGH SPEED PASSES AT EXTREMELY LOW ALTITUDE OVER THE LAKE. WITNESSES ESTIMATED THE ALTITUDE OF THE AIRCRAFT FROM 30 TO 75 FEET ABOVE THE WATER. THE AIRCRAFT STRUCK 72,000 VOLT POWER LINES AT A POINT APPROXIMATELY 52 FEET ABOVE THE LAKE. THE FLIGHT INSTRUCTOR STATED THAT HE WAS IN A CLIMBING TURN AT THE TIME OF IMPACT WITH THE POWER LINES. AFTER THE COLLISION WITH THE POWER LINES THE ACFT CRASHED IN THE LAKE AND SANK IN WATER APPX 46 FT DEEP. THE OCCUPANTS NEVER SAW THE POWER LINES. ONE WITNESS, A HIWAY PATROL PILOT SAID THE FLYING BY THE ACC ACFT WAS "THE MOST CARELESS EXHIBITION HE HAD EVER SEEN". HE RECORDED THE REGISTRATION NUMBER AS THE ACFT PASSED OVER HIS BOAT AND REPORTED IT TO THE POLICE.

Brief of Accident (Continued)

File No. - 913

8/29/88

REED SPRINGS, MO

A/C Reg. No. N3475V

Time (Lcl) - 1515 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. BUZZING - PERFORMED - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 928 9/05/88 WAYNESBORO,MS A/C Reg. No. N43046 Time (Lcl) - 1000 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
0
0

Injuries
Serious
0
0

Minor
1
2

None
0
0

-----Aircraft Information-----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 040/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YAZOO CITY,MS
Destination
DEFUNIAK SPRGS,FL

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 44

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	828	Last 24 Hrs -	1
Make/Model-	86		Last 30 Days-	18
Instrument-	0		Last 90 Days-	42

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT 5500 FT, THE PLT SMELLED BURNING OIL. MOMENTS LATER, OIL PRESS WAS LOST, THE PROP WENT INTO HIGH RPM & THE TACH ZOOMED OVER REDLINE. A LOUD REPORT WAS HEARD & ALL POWER WAS LOST. A FORCED LDG WAS ATTEMPTED IN THE ROLLING COUNTRY BUT THE ACFT STRUCK A TREE & FENCE. AN EXAM OF THE ENG REVEALED THE NO. 6 CONNECTING ROD CAP FAILED FOLLOWED BY A PROGRESSIVE AND MASSIVE INTERNAL FAILURE OF THE ENG DUE TO OIL STARVATION. FURTHER EXAM REVEALED THE STARVATION WAS DUE TO A BROKEN OIL SUPPLY HOSE WHICH RUNS FROM THE OIL COOLER TO THE ACCESSORY DRIVE SECTION OF THE ENG. THE HOSE WAS 12 YRS OLD & HAD ACCUMULATED 802 HRS SINCE BEING INSTALLED IN 1978. THE RECOMMENDED REPLACEMENT TIME FOR THE HOSE IS 1000 HRS. THE HOSE IS COVERED BY A FIRE INSULATION SLEEVE & CANNOT BE READILY SEEN WITHOUT DISCONNECTING THE HOSE, REMOVING IT FROM THE ACFT & WITHDRAWING IT FROM THE SLEEVE.

Brief of Accident (Continued)

File No. - 928

9/05/88

WAYNESBORO,MS

A/C Reg. No. N43046

Time (Lcl) - 1000 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL HOSE - FAILURE,TOTAL
2. FLUID,OIL - STARVATION
3. ENGINE ASSEMBLY,CONNECTING ROD CAP - FAILURE,TOTAL
4. ENGINE ASSEMBLY - SEIZED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. OBJECT - TREE(S)

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - FENCE
7. OBJECT - FENCE POST

-----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. - 862 4/08/88 HELENA, MT A/C Reg. No. N8008M Time (Lcl) - 2330 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 310I
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 360/013 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
GLASGOW, MT
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HELENA REGIONAL
Runway Ident - 27
Runway Lth/Wid - 9000/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 64

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 17809	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	37
Instrument-	678	Last 90 Days-	75
Multi-Eng	- 1260		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPD GLASGOW, MONTANA, WHERE THE PASSENGER (SECRETARY OF STATE FOR MONTANA) HAD BEEN CAMPAIGNING. INITIALLY, A VFR FLT PLAN HAD BEEN FILED; HOWEVER, DRG ARRIVAL AT HELENA, AN IFR FLT PLAN WAS FILED WHEN THE PLT REALIZED THE WX HAD DETERIORATED. THE FCST HAD INDICATED CHC OF CEILING 2500 BKN WITH LIGHT SNOW. THE PLT WAS CLRD FOR AN ILS RWY 27 APCH AT 2328 MDT. THE PLT ACKNOWLEDGED THE CLNC, BUT A SHORT TIME LATER, RADIO CTC WAS LOST. THE ACFT CRASHED ALONG THE ILS COURSE AFTER IT HAD PASSED THE FINAL APCH FIX/OUTER MARKER. WITNESSES RPRTD THAT A SNOW STORM BEGAN JUST BEFORE THE ACNT OCCURRED AND THE VISIBILITY WAS NEAR ZERO DUE TO BLOWING SNOW. THE ACFT IMPACTED IN A LEFT WING LOW, NOSE LOW ATTITUDE. WITNESSES SAID THEY HEARD THE ACFT OPERATING AT HIGH RPM AND LOW ALTITUDE BEFORE THE CRASH, OR THAT THE ENG SOUND INCREASED BEFORE IMPACT. ONE WITNESS SAID THE ENG SOUND VARIED FM HIGH TO LOW RPM. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND. THE PLT HAD LOGGED 2 HRS IN C-310 AND 3 INSTRUMENT HRS IN PREV 90 DAYS.

Brief of Accident (Continued)

File No. - 862

4/08/88

HELENA, MT

A/C Reg. No. N8008M

Time (Lcl) - 2330 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER FORECAST - INACCURATE - NWS PERSONNEL
3. WEATHER CONDITION - SNOW
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WEATHER CONDITION - OBSCURATION
6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED -
7. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
8. DESCENT - NOT CORRECTED - PILOT IN COMMAND
9. SPATIAL DISORIENTATION - PILOT IN COMMAND
10. LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
11. PHYSICAL IMPAIRMENT(OTHER CARDIOVASCULAR) - 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) 7,8,9

Factor(s) relating to this accident is/are finding(s) 1,3,5,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 941 6/26/88 MISSOULA, MT A/C Reg. No. N2754A Time (Lcl) - 1330 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - BELL 206B3	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 420 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point	
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MISSOULA INT'L
Wind Dir/Speed- 270/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8500
SE LAND, ME LAND	Months Since - 12	Make/Model- 3000
HELICOPTER , GLIDER	Aircraft Type - BH-206B	Instrument- UNK/NR
		Multi-Eng - 30
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

A CHECK AIRMAN AND A COMMERCIAL PLT WERE PERFORMING AN INSTRUCTIONAL FLT. DURING CLIMBOUT AFTER A PRACTICE AUTOROTATION, THE ENGINE OUT AUDIO AND LIGHT WARNING ACTIVATED. BOTH PILOTS VERIFIED AN ACTUAL ENGINE OUT AND ENTERED AN AUTOROTATION. THE HELICOPTER TOUCHED DOWN ON SOFT TERRAIN WITH SOME FORWARD MOVEMENT AND LOW ROTOR RPM. THE MAIN ROTOR BLADES CONTACTED THE TAIL BOOM AND SEVERED IT. A POST ACCIDENT INSPECTION SUPERVISED BY AN FAA AIRWORTHINESS INSPECTOR, FAILED TO REVEAL ANY EVIDENCE TO EXPLAIN THE REPORTED ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 941

6/26/88

MISSOULA, MT

A/C Reg. No. N2754A

Time (Lcl) - 1330 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - PERFORMED -

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLARE - IMPROPER - PILOT IN COMMAND(CFI)
4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. TERRAIN CONDITION - SOFT
6. MISC ROTORCRAFT, TAIL BOOM - SHEARED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 859 6/27/88 CONRAD, MT A/C Reg. No. N9856P Time (Lcl) - 1030 MDT

-----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 - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 45.0 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)
COMMERCIAL,CFI	Current - YES	Total - 3800
SE LAND,ME LAND	Months Since - 15	Make/Model- 1800
HELICOPTER	Aircraft Type - PA-28	Instrument- 35
		Multi-Eng - 15
		Last 24 Hrs - 6
		Last 30 Days- 40
		Last 90 Days- 90
		Rotorcraft - 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS MAKING A LT TURNAROUND TO BEGIN A SWATH RUN. HE SAID THE ACFT SLOWED WHILE IN A STEEP LT BANK AT THE HIGHEST PART OF THE TURN AND HE WAS UNABLE TO RAISE THE LT WING AS THE ACFT APPROACHED THE GROUND. THE LT WING AND MAIN LANDING GEAR HIT THE GROUND AND THE ACFT SLID SIDEWAYS BEFORE COMING TO REST. DURING A TELEPHONE INTERVIEW ON THE DAY AFTER THE ACFT, THE PLT SAID THERE WAS NO PROBLEM WITH THE ACFT, HE JUST GOT TOO SLOW IN THE TURN. IN HIS WRITTEN REPORT OF THE ACFT, THE PILOT SAID HE WAS MAKING THE TURNAROUND INTO A 6 TO 8 KT WIND AND HE THOUGHT THE WIND MIGHT HAVE QUIT WHILE HE WAS IN THE TURN.

Brief of Accident (Continued)

File No. - 859

6/27/88

CONRAD,MT

A/C Reg. No. N9856P

Time (Lcl) - 1030 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 841 8/06/88 BUTTE, MT A/C Reg. No. N59J Time (Lcl) - 1340 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation -PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - ROSSI PITTS S-1S	Eng Make/Model - LYCOMING AEIO-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WINNEMUCCA, NV	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	HELENA, MT	BERT MOONEY
Wind Dir/Speed- 270/040 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2481
SE LAND, ME LAND	Months Since - 2	Make/Model- 531
	Aircraft Type - B-76	Instrument- 153
		Multi-Eng - 471
		Last 24 Hrs - 7
		Last 30 Days- 36
		Last 90 Days- 102

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS EN ROUTE TO THE WORLD AEROBATIC CHAMPIONSHIPS AT RED DEAR, ALBERTA, CANADA. HE DEPARTED WINNEMUCCA, NEVADA, AND WAS ON HIS WAY TO HELENA, MONTANA. OVER DILLON, MONTANA, HE OBSERVED A THUNDERSTORM, LIGHTNING AND RAIN, AND ELECTED TO LAND AT BUTTE, MONTANA. THE PILOT ABANDONED A LANDING ATTEMPT TO RUNWAY 11 BECAUSE HE "COULDN'T MAINTAIN CONTROL." HE ABANDONED A SECOND LANDING ATTEMPT TO RUNWAY 15 BECAUSE HE "LOST" CONTROL AGAIN." ON HIS THIRD LANDING ATTEMPT TO RUNWAY 15, THE AIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY AND CRASHED. REPORTED WINDS AT BUTTE WERE FROM 270 DEGREES AT 40 KNOTS, GUSTING TO 50 KNOTS. PEAK WIND WAS 50 KNOTS, WITH MAXIMUM SUSTAINED WINDS AT 40 KNOTS.

Brief of Accident (Continued)

File No. - 841

8/06/88

BUTTE,MT

A/C Reg. No. N59J

Time (Lcl) - 1340 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND
6. WEATHER CONDITION - GUSTS
7. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 973 6/25/88 ANDREWS, NC A/C Reg. No. N59039 Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	3

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TSIO-360-EB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DUBLIN, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANDREWS, NC	ANDREWS/MURPHY
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4561/ 75
Lowest Sky/Clouds - 8000 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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 639
SE LAND, ME LAND	Months Since - 7	Make/Model- 186
	Aircraft Type - PA-30	Instrument- 45
		Multi-Eng - 218
		Last 24 Hrs - UNK/NR
		Last 30 Days- 5
		Last 90 Days- 36
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FAILED TO ESTABLISH A PROPER APCH PROFILE AND EXPERIENCED A HARD LANDING. THE HARD LANDING CAUSED THE MAIN LANDING GEAR TO COLLAPSE, AND THE AIRPLANE VEERED OFF OF THE LEFT SIDE OF THE RUNWAY. A WITNESS LOCATED NEAR THE RUNWAY CONFIRMED THAT THE AIRSPEED APPEARED HIGH AND THE TOUCHDOWN WAS EXCESSIVE. THE WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY SYSTEM FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 973

6/25/88

ANDREWS,NC

A/C Reg. No. N59039

Time (Lc1) - 1330 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN
3. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 892 9/05/88 HENDERSONVILLE, NC A/C Reg. No. N2636R Time (Lcl) - 1615 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 182K	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 - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/014 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 3000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BOONE, NC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data HENDERSONVILLE</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 3075/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2353
SE LAND	Months Since - 1	Make/Model- 25
HELICOPTER	Aircraft Type - C-182K	Instrument- 282
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 25
		Last 90 Days- 45
		Rotorcraft - 2234

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT WAS NEARING TOUCHDOWN ON A NORMAL LANDING WHEN THE LEFT SIDE OF THE WINDSCREEN WAS STRUCK BY A BIRD. THE STARTLED PILOT WAS DISTRACTED LONG ENOUGH FOR THE AIRCRAFT TO BOUNCE ON THE RUNWAY. ELEVATOR CONTROL WAS LOST AFTER THE FIRST BOUNCE. A NOSE LOW LANDING OCCURRED NEXT FOLLOWED BY COLLAPSING OF THE NOSE GEAR AND A LOSS OF DIRECTIONAL CONTROL.

Brief of Accident (Continued)

File No. - 892

9/05/88

HENDERSONVILLE, NC

A/C Reg. No. N2636R

Time (Lc1) - 1615 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - BIRD(S)

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. FLARE - DISCONTINUED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. DIVERTED ATTENTION - PILOT IN COMMAND
5. EMOTIONAL REACTION - PILOT IN COMMAND

Occurrence #3 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) 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. - 929 10/07/88 LEXINGTON, NC A/C Reg. No. N736EK Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - LYCOMING O-540-L3C5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WINSTON-SALEM, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LEXINGTON
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 65
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 347
SE LAND	Months Since - 4	Make/Model- 8
	Aircraft Type - C-152	Instrument- 81
		Last 24 Hrs - UNK/NR
		Last 30 Days- 9
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FINAL APPROACH TO RWY 26 A CROSSWIND SHIFTED TO A TAILWIND. THE PLT RPRTD A FULL FLAP/CARB HEAT TOUCHDOWN WAS MADE DESPITE 14 KNOTS AIRSPEED. INSUFFICIENT RWY REMAINED AND FULL THROTTLE WAS APPLIED FOR GO-AROUND. FLAPS AND CARB HEAT WERE NOT REPOSITIONED. AFTER 3-5 SECS ENGINE HAD NOT RESPONDED. THROTTLE WAS CLOSED AND AIRCRAFT SKIDDED OFF RWY OVERRUN. ENGINE TESTS CONFIRMED AVG 4 SECOND HESITATION TO FULL THROTTLE RESPONSE.

Brief of Accident (Continued)

File No. - 929

10/07/88

LEXINGTON, NC

A/C Reg. No. N736EK

Time (Lc1) - 1130 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. AIRSPEED(VREF) - EXCEEDED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. ABORTED LANDING - IMPROPER - 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) 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. - 930 10/08/88 WEST JEFFERSON, NC A/C Reg. No. N7704C Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - NORTH AMERICAN T-6G	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 700 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MOCKSVILLE, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ASH COUNTY
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
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 - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 18000
SE LAND, ME LAND	Months Since - 1	Make/Model- 150
	Aircraft Type - B-727	Instrument- 1300
		Multi-Eng - 13000
		Last 24 Hrs - 1
		Last 30 Days- 20
		Last 90 Days- 75
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LANDING ATTEMPT, THE PILOT LOST DIRECTIONAL CONTROL AND VEEERD OFF THE RIGHT SIDE OF RUNWAY 27. THE PILOT REPORTED APPLYING OPPOSITE BRAKING WITH NEGATIVE RESULTS. THE AIRPLANE EXAMINATION FAILED TO DISCLOSE ANY SYSTEM PROBLEM.

Brief of Accident (Continued)

File No. - 930

10/08/88

WEST JEFFERSON, NC.

A/C Reg. No. N7704C

Time (Lc1) - 1030 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
4. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
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) 1,2

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. - 967 7/17/88 HOLDREGE, NE A/C Reg. No. N8806B Time (Lcl) - 0745 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 137						
Accident Occurred During	-LANDING	NONE		0	0	0	0
		Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- EAGLE DW-1	Eng Make/Model	- LYCOMING IO-540-M1B5D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4500	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	HOLDREGE, NE	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 260/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- N/A	Type of Clearance	- NONE
Lowest Ceiling	- 1500 FT BROKEN	Type Apch/Lndg	- FORCED LANDING
Obstructions to Vision	- NONE		Runway Lth/Wid
Precipitation	- NONE		- N/A
Condition of Light	- DAYLIGHT		Runway Surface
			- DIRT
			Runway Status
			- WET
			SOFT

-----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 - YES	Total	- 2360
SE LAND	Months Since - 4	Make/Model	- 726
	Aircraft Type - 7GCBC	Instrument	- 77
		Last 24 Hrs	- 10
		Last 30 Days	- 50
		Last 90 Days	- 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT AFTER COMPLETING A SPRAYING OPERATION AND DEPLETING HIS CHEMICAL LOAD, HE FLEW TO A NEAR-BY FARM FIELD TO CHECK IT OVER. ENROUTE, THE ENGINE QUIT, AND ATTEMPTS TO RESTART IT WERE UNSUCCESSFUL. AN EMERGENCY LDG WAS ATTEMPTED IN A PLOWED FARM FIELD. DURING THE ROLLOUT, THE ACFT NOSED OVER, DUE TO THE SOFT, MUDDY CONDITIONS. POST ACCIDENT INSPECTION AND ENGINE RUN-UP, INDICATED THE ENGINE QUIT DUE TO FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 967

7/17/88

HOLDREGE, NE

A/C Reg. No. N8806B

Time (Lc1) - 0745 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1000 7/30/88 YORK, NE

A/C Reg. No. N21779

Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 188

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3800

No. of Seats - 1

Eng Make/Model - CONTINENTAL O-470-R

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 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- LIGHT AND VARIABLE

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY
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,ME LAND,SE SEA

HELICOPTER

Age - 48

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 24000 Last 24 Hrs - 10

Make/Model- 5000 Last 30 Days- 75

Instrument- 100 Last 90 Days- 250

Multi-Eng - 1000 Rotorcraft - 1300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

EN ROUTE TO PERFORM AN AERIAL APPLICATION OPERATION, THE PLT SAID HE EXPERIENCED A PARTIAL POWER LOSS FOLLOWED BY COMPLETE POWER FAILURE. HE ATTEMPTED AN EMERGENCY LDG IN A FARM CORNFIELD, SUBSTANTIALLY DAMAGING THE ACFT. AN ON SCENE INVESTIGATION BY THE FAA REVEALED MINIMUM FUEL QUANTITIES. THE ENGINE WAS REMOVED BY THE FAA, AND AFTER ADDING FUEL, THE ENGINE STARTED AFTER FIVE REVOLUTIONS AND RAN NORMALLY.

Brief of Accident (Continued)

File No. - 1000

7/30/88

YORK,NE

A/C Reg. No. N21779

Time (Lc1) - 1945 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. REFUELING - NOT CORRECTED - 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) 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. - 863 1/08/88 ATLANTIC CITY, NJ A/C Reg. No. N62554 Time (Lcl) - 1830 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AIR NEWARK	SUBSTANTIAL		Fatal	0	Serious	0	Injuries
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	0	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	2	2	
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING IO-540	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	MONTICELLO, NY			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC		BADER FIELD	
Wind Dir/Speed	- 350/012 KTS	ATC/Airspace		Runway Ident	- 11
Visibility	- 10.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 2950/ 100
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 600 FT OVERCAST	Type Apch/Lndg	- VOR/TVOR	Runway Status	- UNK/NR
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE, COMMERCIAL	Current - YES	Total - 3900	Last 24 Hrs - 15
SE LAND, ME LAND	Months Since - 2	Make/Model - 710	Last 30 Days - 36
	Aircraft Type - PA-31	Instrument - 643	Last 90 Days - 45
		Multi-Eng - 2280	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIPER PA-23-250 MADE AN INSTRUMENT APPROACH TO THE AIRPORT. THE PILOT SAID HE LOWERED THE LANDING GEAR PRIOR TO TOUCHDOWN. HOWEVER, BOTH PROPELLERS STRUCK THE RUNWAY. THE PILOT TRIED TO MAKE A GO-AROUND AND THE AIRCRAFT STARTED TO VEER TO THE LEFT. THE PILOT REDUCED POWER AND THE AIRCRAFT MADE CONTACT WITH THE DIRT OFF THE LEFT SIDE OF THE RUNWAY. THE PILOT AND 2 PASSENGERS WERE NOT INJURED. TWO PASSENGERS RECEIVED MINOR INJURIES. POST-CRASH EXAMINATION OF THE AIRCRAFT SHOWED THE LANDING GEAR AND LANDING GEAR LIGHTS AND WARNING HORN WORKED PROPERLY, AND THAT THE LANDING GEAR WAS RETRACTED WHEN THE A/C TOUCHED DOWN. NO MALFUNCTION COULD BE FOUND. THE PILOT HELD A VALID MEDICAL, HOWEVER, HIS PILOT CERTIFICATE WAS COMMERCIAL PRIVILEGES ASEL AND PRIVATE PRIVILEGES AMEL. HE HAD RECEIVED SEVERAL CHECKRIDES FROM THE FAA IN MULTI-ENGINE A/C UNDER 14 CFR 135 ALLOWING HIM TO OPERATE AS PIC IN MULTI-ENGINE A/C WITHOUT THIS BEING DISCOVERED BY THE FAA.

Brief of Accident (Continued)

File No. - 863

1/08/88

ATLANTIC CITY,NJ

A/C Reg. No. N62554

Time (Lcl) - 1830 EST

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - NIGHT
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND
4. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)

-----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. - 831 2/23/88 LOS LUNAS, NM A/C Reg. No. N79SS Time (Lcl) - 1615 MST

-----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 - SHINER PITTS S-1S	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MIDVALLEY AIRPARK
Wind Dir/Speed- VARIABLE/002 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4370/ 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	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 30000
SE LAND, ME LAND	Months Since - 4	Make/Model- 116
	Aircraft Type - C-46	Instrument- 2300
		Multi-Eng - 25000
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE TAILWHEEL STEERING CHAIN BROKE DURING THE LANDING ROLLOUT. WHEN THE ACFT SLOWED TO ABOUT 30 KTS THE RUDDER WAS NO LONGER EFFECTIVE AND THE PLT WAS UNABLE TO CONTROL DIRECTION BY USE OF THE BRAKES. THE ACFT TURNED TO THE LT AND RAN OFF THE LT SIDE OF THE RWY, COLLIDED WITH A DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 831

2/23/88

LOS LUNAS,NM

A/C Reg. No. N79SS

Time (Lcl) - 1615 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,STEERING SYSTEM - FAILURE,TOTAL
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE -
3. BRAKES(NORMAL) - INADEQUATE -

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE -

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 829 6/05/88 GALLUP, NM A/C Reg. No. N9311S Time (Lcl) - 1130 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
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - BEECH C23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 190/010 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 7500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
AMARILLO, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

GALLUP MUNICIPAL
Runway Ident - 24
Runway Lth/Wid - 6300/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - BE-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 174
Make/Model- 145
Instrument- 12
Last 24 Hrs - 9
Last 30 Days- 28
Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS TAKING OFF WITH THREE PASSENGERS FOR A PERSONAL TRANSPORTATION FLIGHT. THE AIRPLANE LEFT THE RUNWAY AND ONLY GAINED ABOUT 50 FEET AGL ACCORDING TO A WITNESS. THE PLT REPORTED THAT THE AIRCRAFT REACHED 200 FEET AGL. THE AIRPLANE STALLED AND FELL BACK ON THE RUNWAY, THE RIGHT WING STRUCK THE RUNWAY FIRST AND THE LANDING GEAR WAS SHEARED OFF. THE AIRPLANE CAME TO REST OFF THE RUNWAY. THE DESITY ALTITUDE WAS REPORTED BY THE FSS AS 9,200 FEET. THE PILOT STATED THAT HIS AIRPLANE WAS LOADED TO WITHIN 20 POUNDS OF THE MAXIMUM ALLOWABLE GROSS WEIGHT. THE PLT ALSO SAID THAT HE HAD NOT LEANED THE MIXTURE PROPERLY AND FELT THAT THE ENGINE WAS NOT PRODUCING FULL POWER.

Brief of Accident (Continued)

File No. - 829

6/05/88

GALLUP, NM

A/C Reg. No. N9311S

Time (Lcl) - 1130 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. MIXTURE - IMPROPER - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
5. 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) 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. - 981 7/15/88 GALLUP,NM A/C Reg. No. N772WM Time (Lcl) - 1527 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BOEING A75N1	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2717	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GRAND CANYON,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GALLUP
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 24
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6300/ 100
Lowest Sky/Clouds - 7000 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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3718
SE LAND,ME LAND,SE SEA	Months Since - 23	Last 24 Hrs - 2
GLIDER	Aircraft Type - PA-34	Make/Model- 638
		Last 30 Days- 43
		Instrument- 90
		Last 90 Days- 141
		Multi-Eng - 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT AND A PAX WERE RETURNING HOME ON A BUSINESS TRIP. DURING A LANDING ON A 6,300 X 100 FT RWY, THE ACFT SWERVED TO THE RT. THE PLT ATTEMPTED TO CORRECT WITH LT RUDDER AND BRAKE, TO NO AVAIL. THE ACFT GROUND LOOPED TO THE RT AND DEPARTED THE RWY. THE LT MAIN GEAR WAS TORN OFF IN THE SOFT DIRT OFF THE RT SIDE OF THE RWY. THE LOWER LEFT WING WAS TORN OFF, DAMAGING THE UPPER LT WING. THE PLT SAID THAT HIGH GROUND SPEED AGGRAVATED THE GROUND LOOP. HE REPORTED THE WINDS WERE LIGHT AND VARIABLE AND THE DENSITY ALTITUDE WAS 9,700 FT.

Brief of Accident (Continued)

File No. - 981

7/15/88

GALLUP,NM

A/C Reg. No. N772WM

Time (Lcl) - 1527 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 982 7/15/88 GALLUP, NM A/C Reg. No. N1578J Time (Lcl) - 1308 MDT

-----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	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 030/015 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
DURANGO, CO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GALLUP
Runway Ident - 06
Runway Lth/Wid - 6300/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

SCATTERED
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 65
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 620	Last 24 Hrs	- UNK/NR
Make/Model	- 570	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT & HIS WIFE WERE STARTING A CROSS-COUNTRY PERSONAL TRANSPORTATION FLT. THE ACFT WAS LOADED TO NEAR MAX GWT, & THE FSS HAD REPORTED A DENSITY ALT OF 9,600 FT TO THE PLT. AFTER TAKEOFF ON A 6,300 X 100 FT, ASPHALT RWY, THE PLT SAID THE ACFT ENCOUNTERED A DOWNDRAFT AT 300-400 FT AGL. THE ACFT LOST ALT TO 75-100 FT AGL. THE ACFT MAINTAINED THIS ALT FOR APRX 2 MI OVER RISING TERRAIN. THE PLT MADE A 180 DEG RT TURN TO AVOID A RESIDENTIAL AREA. HE STATED THAT THE TERRAIN SEEMED TO RISE FASTER THAN THE ACFT COULD CLIMB & THE ACFT CRASH-LANDED. THE CRASH OCCURRED WITHIN 3 MI OF THE APRT.

Brief of Accident (Continued)

File No. - 982

7/15/88

GALLUP, NM

A/C Reg. No. N1578J

Time (Lcl) - 1308 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

5. TERRAIN CONDITION - RISING
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 935 7/12/88 MINDEN,NV

A/C Reg. No. N554T

Time (Lcl) - 1435 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - SCHEMPT-HIRTH DISCUS B
Landing Gear - UNK/NR
Max Gross Wt - 1157
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/009 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
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
GLIDER

Age - 68

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - ASK-21

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 3290	Last 24 Hrs	- UNK/NR
Make/Model-	325	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng -	35	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WERE ASCENDING IN THE SAME THERMAL DURING NATIONAL SOARING COMPETITION AND COLLIDED IN FLIGHT. N554T SUSTAINED LOSS OF THE HORIZONTAL TAIL IN COLLISION, FOLLOWED BY LOSS OF CONTROL IN FLIGHT. THE PILOT PARACHUTED SAFELY. N130JB SUSTAINED MINOR DAMAGE AND LANDED SAFELY. PILOTS STATED THEY HAD LOST VISUAL CONTACT WITH EACH OTHER.

Brief of Accident (Continued)

File No. - 935

7/12/88

MINDEN, NV

A/C Reg. No. N554T

Time (Lcl) - 1435 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

3. HORIZONTAL STABILIZER ATTACHMENT - SEPARATION
 4. MISC EQPT/FURNISHINGS, PARACHUTE/DAG CHUTE - ENGAGED
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 935 7/12/88 MINDEN, NV A/C Reg. No. N130JB Time (Lcl) - 1435 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	MINOR	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0
			Other 0	0	0	1

-----Aircraft Information-----

Make/Model	- SCHEMPT-HIRTH DISCUS A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- UNK/NR	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 1157	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/009 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p> <p>GLIDER</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-182</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4112</p> <p>Make/Model- 541</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- 35</p> <p>Last 90 Days- 116</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WERE ASCENDING IN THE SAME THERMAL DURING NATIONAL SOARING COMPETITION AND COLLIDED IN FLIGHT. N554T SUSTAINED LOSS OF THE HORIZONTAL TAIL IN COLLISION, FOLLOWED BY LOSS OF CONTROL IN FLIGHT. THE PILOT PARACHUTED SAFELY. N130JB SUSTAINED MINOR DAMAGE AND LANDED SAFELY. PILOTS STATED THEY HAD LOST VISUAL CONTACT WITH EACH OTHER.

Brief of Accident (Continued)

File No. - 935

7/12/88

MINDEN,NV

A/C Reg. No. N130JB

Time (Lcl) - 1435 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 962 8/13/88 FALLON, NV A/C Reg. No. N25EM Time (Lcl) - 2130 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	2	0
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BEECH N35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3125
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-N
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 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- 290/011 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
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 - VOR/DME
GO AROUND
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FALLON
Runway Ident - 03
Runway Lth/Wid - 5000/ 75
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - C-182RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1910	Last 24 Hrs	- 1
Make/Model-	100	Last 30 Days-	16
Instrument-	130	Last 90 Days-	34
Multi-Eng -	90	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENG LOST POWER ON PRACTICE MISSED APPROACH. FORCED LANDING MADE IN ROUGH TERRAIN. INVESTIGATION REVEALED RIGHT FUEL TANK EMPTY, LEFT TANK CONTAINED ABOUT 25 GALS. FUEL SELECTOR HAD NO POSITIVE STOP AT "OFF" POSITION, NO DETENT FOR RIGHT TANK POSITION. LEFT TANK DETENT FOUND TO BE BETWEEN "OFF" AND "RIGHT TANK."

Brief of Accident (Continued)

File No. - 962

8/13/88

FALLON,NV

A/C Reg. No. N25EM

Time (Lc1) - 2130 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL

Phase of Operation GO-AROUND (VFR)

1. FUEL SYSTEM,SELECTOR VALVE - WORN

2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

3. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 934 8/18/88 RENO,NV A/C Reg. No. N711HM Time (Lcl) - 0945 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - FLIGHT TEST	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 - MACE R-2	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 860	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	RENO,NV	
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 - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 8329
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

ACFT HAD BEEN FITTED WITH NEW OUTER WING PANELS OF ELLIPTICAL DESIGN AND WAS ON SIXTH TEST FLIGHT FOR RACING CERTIFICATION, EXPLORING G ENVELOPE. INVESTIGATION REVEALED RIGHT OUTER PANEL SEPARATED IN FLIGHT DURING MANEUVERING. FAILURE OCCURRED IN CENTER SECTION SPAR INBOARD OF THE PANEL ATTACH FITTING. NO EVIDENCE FOUND OF PRE-EXISTING DEFECT.

Brief of Accident (Continued)

File No. - 934

8/18/88

RENO,NV

A/C Reg. No. N711HM

Time (Lc1) - 0945 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
3. WING, SPAR - OVERLOAD
4. WING - SEPARATION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 936 3/14/88 BATAVIA, NY A/C Reg. No. N759GU Time (Lcl) - 1845 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	2
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 182	Eng Make/Model	- CONTINENTAL O-470-U	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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- 300/010 KTS</p> <p>Visibility - 10.0 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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">GENESEE CO.</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 4400/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> <p style="padding-left: 20px;">SNOW - COMPACTED</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 - 49</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 3</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1085</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 95</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 185</td> <td>Last 90 Days- 44</td> </tr> <tr> <td>Multi-Eng - 108</td> <td></td> </tr> </table>	Total - 1085	Last 24 Hrs - 0	Make/Model- 95	Last 30 Days- UNK/NR	Instrument- 185	Last 90 Days- 44	Multi-Eng - 108	
Total - 1085	Last 24 Hrs - 0									
Make/Model- 95	Last 30 Days- UNK/NR									
Instrument- 185	Last 90 Days- 44									
Multi-Eng - 108										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS RETURNING TO THE AIRPORT FOR LANDING AFTER AN INSTRUCTIONAL FLIGHT WITH A STUDENT. THE STUDENT WAS LANDING THE AIRCRAFT BUT WHEN SNOW SHOWERS WERE ENCOUNTERED WHILE FLYING DOWNWIND, THE INSTRUCTOR PILOT TOOK CONTROL. HE STATED THAT HE WAS LANDING THE AIRCRAFT NOSE HIGH DUE TO SNOW ACCUMULATION ON THE RUNWAY. HOWEVER DIRECTIONAL CONTROL WAS LOST AND THE AIRCRAFT DRIFTED OFF OF THE RUNWAY, THE LEFT MAIN GEAR WENT INTO MUD, AND THE AIRCRAFT NOSED OVER TO AN INVERTED ATTITUDE.

Brief of Accident (Continued)

File No. - 936

3/14/88

BATAVIA, NY

A/C Reg. No. N759GJ

Time (Lc1) - 1845 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - SNOW
 2. TERRAIN CONDITION - SNOW COVERED
 3. LIGHT CONDITION - DARK NIGHT
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
 6. TERRAIN CONDITION - WET
-

-----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) 2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 905 4/12/88 CENTER VILLAGE, OH A/C Reg. No. N5089P Time (Lcl) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 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 AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AUGUST ACRES
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2095/ 60
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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 2520
SE LAND, ME LAND	Months Since - 24	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 1960
		Last 30 Days- UNK/NR
		Instrument- 143
		Last 90 Days- 91
		Multi-Eng - 97

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI ATTEMPTED TO DEMONSTRATE A SHORT-FIELD TAKEOFF TO HIS STUDENT, WITH A TAILWIND. HE REPORTED BELIEVING AT THE TIME THAT A LIGHT CROSS-WIND/QUARTERING TAILWIND WAS BLOWING. HE ELECTED TO DEPART FROM RWY 27, BECAUSE RWY 09 HAD UTILITY WIRES AT THE DEPARTURE END AND A SLIGHT UPHILL GRADIENT. DURING THE T/O ROLL, THE AIRPLANE "LIFTED OFF SLIGHTLY 1-2 TIMES" AND HE HELD THE AIRPLANE ON THE GRASS RWY TO INCREASE ACCELERATION. AFTER ROTATION, THE AIRPLANE CLIMBED TO ABOUT 15-20 FT AGL, AND BEGAN TO SETTLE BACK TO THE GROUND. THE NOSEWHEEL IMPACTED A SMALL DITCH AND THE AIRPLANE NOSED OVER. THE ARPT MGR REPORTED THAT A 15 KT WIND WAS BLOWING FROM THE EAST WHEN THE ACCIDENT OCCURRED. A WX REPORTING STATION ABOUT 11 NM AWAY REPORTED WINDS FROM THE EAST AT 10 KTS, SHORTLY AFTER THE ACCIDENT OCCURRED. BASED ON PERFORMANCE DATA IN THE CESSNA 152 INFORMATION MANUAL, THE AIRPLANE WAS THEORETICALLY CAPABLE OF A SUCCESSFUL TAKEOFF.

Brief of Accident (Continued)

File No. - 905

4/12/88

CENTER VILLAGE, OH

A/C Reg. No. N5089P

Time (Lcl) - 1145 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - DITCH
2. WEATHER CONDITION - TAILWIND
3. WEATHER EVALUATION - POOR - PILOT IN COMMAND(CFI)
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND(CFI)
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 802 4/26/88 DANVILLE, OH A/C Reg. No. N4835B Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - OTHER WORK USE	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TOLEDO, OH	
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 - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 538
SE LAND	Months Since - 6	Make/Model- 210
	Aircraft Type - UNK/NR	Instrument- 78
		Multi-Eng - 4
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 52
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE BEGAN TO RUN ROUGH ABOUT 2 HRS & 45 MINUTES INTO THE LOW-LEVEL AERIAL PHOTO FLT. THE ENGINE SUBSEQUENTLY LOST POWER ALTOGETHER AND THE PLT MADE A FORCED LDG IN A MARSH. THE AIRPLANE NOSED OVER DURING THE LDG. POST-CRASH EXAM OF THE AIRPLANE REVEALED EVIDENCE OF WATER CONTAMINATION IN THE FUEL SYSTEM. THE PLT NOTED THAT THE AIRPLANE HAD BEEN FUELED ABOUT 20 MINUTES PRIOR TO DEPARTURE, AND THAT HE HAD DRAINED THE FUEL SUMPS AFTERWARD. HE ADDED THAT HE FLEW THE AIRPLANE A TOTAL OF 6 HRS ON THE PREVIOUS DAY WITHOUT INCIDENT.

Brief of Accident (Continued)

File No. - 802

4/26/88

DANVILLE, OH

A/C Reg. No. N4835B

Time (Lc1) - 1300 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE
1. FLUID,FUEL - WATER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - WET
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. - 843 5/02/88 CANFIELD,OH A/C Reg. No. N5061M Time (Lcl) - 1700 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 -DESCENT					

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D	Eng Make/Model - CONTINENTAL A-65	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 - 1	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LANG
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1350/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 110
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 100
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 9
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE HE ELECTED TO GO-AROUND AFTER REALIZING HE WAS GOING TO LAND LONG. A GUST OF WIND LIFTED UP THE LEFT WING AS HE INITIATED THE GO-AROUND, AND HE LOST CONTROL OF THE AIRPLANE. IT SUBSEQUENTLY IMPACTED THE TERRAIN ON THE RIGHT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 843

5/02/88

CANFIELD,OH

A/C Reg. No. N5061M

Time (Lcl) - 1700 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. GO-AROUND - INITIATED - PILOT IN COMMAND
 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 6. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 842 5/07/88 BOWLING GREEN, OH A/C Reg. No. N5495K Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	PORT CLINTON, OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WOOD COUNTY
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 43
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 43
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE REDUCED THE PWR TO IDLE WHILE ON FINAL APPCH AFTER DETERMINING THAT THE AIRPLANE WAS TOO HIGH. HE THEN LOWERED THE NOSE TO "ACCELERATE THE DESCENT". THE AIRPLANE TOUCHED DOWN LONG ON THE RWY AT ABOUT 90 KTS, AND BEGAN TO PORPOISE. HE BECAME CONCERNED THAT THE AIRPLANE MIGHT OVERRUN THE RWY END, AND PUSHED THE NOSE DOWN TO GET THE AIRPLANE ON THE RWY. THE NOSEWHEEL HIT THE RWY HARD, AND THE NOSE GEAR COLLAPSED. THE ENGINE FIREWALL AND THE PROPELLER WERE DAMAGED DURING THE MISHAP.

Brief of Accident (Continued)

File No. - 842

5/07/88

BOWLING GREEN, OH

A/C Reg. No. N5495K

Time (Lcl) - 1200 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. FLARE - IMPROPER - PILOT IN COMMAND
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) 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. - 971

5/15/88

COLUMBUS, OH

A/C Reg. No. N8261L

Time (Lcl) - 1205 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DAYTON, OH
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

PORT COLUMBUS
Runway Ident - 31
Runway Lth/Wid - 5001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43

Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	204	Last 24 Hrs -	UNK/NR
Make/Model-	2		Last 30 Days-	UNK/NR
Instrument-	30		Last 90 Days-	2
Multi-Eng -	0		Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED THE AIRPLANE LONG AT AN EXCESSIVE AIRSPEED. THE AIRPLANE OVERRAN THE RWY END, TRAVELED ACROSS A GRASSY AREA ONTO A RAMP AREA, AND COLLIDED WITH A PARKED AIRPLANE. THE PLT HAD 2 HRS OF FLT EXPERIENCE IN THIS MAKE AND MODEL AIRPLANE, WHICH WAS OBTAINED IN THE PRECEDING 90 DAYS. HE HAD NO OTHER FLIGHT EXPERIENCE DURING THAT TIME PERIOD.

Brief of Accident (Continued)

File No. - 971

5/15/88

COLUMBUS, OH

A/C Reg. No. N8261L

Time (Lcl) - 1205 EDT

Occurrence #1 OVERRUN

Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 969

5/18/88

LEBANON, OH

A/C Reg. No. N69161

Time (Lcl) - 2035 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----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 - FSS

Method - ACFT RADIO

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 050/014 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

BATAVIA, OH

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

BROWNIES APT

Runway Ident - 27

Runway Lth/Wid - 2100/ 37

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 300 Last 24 Hrs - 2

Make/Model- 79 Last 30 Days- UNK/NR

Instrument- 81 Last 90 Days- UNK/NR

Multi-Eng - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS MAKING AN APCH FOR A FULL STOP LDG WITH A QUARTERING RIGHT TAILWIND. HE STATED THAT HE HAD BEEN PREVIOUSLY TOLD TO ALWAYS LAND ON RWY 27 AND TAKEOFF FROM RUNWAY 09 AT THIS APT. WITNESSES INDICATED THAT THE AIRPLANE TOUCHED DOWN ABOUT HALF WAY DOWN THE RWY. THE PLT REPORTED THAT HE INITIATED A GO AROUND AFTER THE AIRPLANE BOUNCED ON TOUCHDOWN. THE AIRPLANE DEPARTED THE RUNWAY TO THE LEFT AND COLLIDED WITH TWO PARKED AIRPLANES AND A VAN BEFORE COMING TO A STOP UPSIDE DOWN. THE PILOT REPORTED HIS PASSENGER WAS IN THE LEFT SEAT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 969

5/18/88

LEBANON, OH

A/C Reg. No. N69161

Time (Lcl) - 2035 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
 3. ABORTED LANDING - DELAYED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. WEATHER CONDITION - TAILWIND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

6. OBJECT - AIRCRAFT PARKED
 7. OBJECT - VEHICLE
-

-----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. - 954 7/07/88 MORaine,OH A/C Reg. No. N7222W Time (Lcl) - 1935 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	1	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 330/004 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WAYNESVILLE,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 AIRPORT

Airport Data

MORaine
Runway Ident - 26
Runway Lth/Wid - 3500/ 65
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 51
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 - 556
Make/Model- 300
Instrument- 0
Last 24 Hrs - 3
Last 30 Days- 75
Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH N7222W EXPERIENCED A MIDAIR COLLISION WITH N8611U ON A SIMILAR APPROACH. N7222W WAS A LOW WING ACFT AND WAS BEHIND AND ABOVE N8611U WHICH WAS A HIGH WING AIRCRAFT. THE PILOT OF N7222W STATED THAT HIS FIRST KNOWLEDGE OF THE IMPENDING COLLISION WAS APPROXIMATELY ONE HALF SECOND BEFORE THE ACTUAL COLLISION WHEN THE OTHER AIRCRAFT APPEARED TO "PULL UP SHARPLY", INTO HIM. HE TOLD RESPONDING LOCAL AUTHORITIES THAT HE DID NOT HAVE HIS RADIO TURNED ON AT THE TIME OF THE OCCURRENCE. THE ACCIDENT OCCURRED AT AN UNCONTROLLED AIRPORT.

Brief of Accident (Continued)

File No. - 954

7/07/88

MORaine,OH

A/C Reg. No. N7222W

Time (Lcl) - 1935 EDT

Occurrence #1

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 3. COMMUNICATIONS - NOT PERFORMED - PILOT IN COMMAND
 4. ACFT/EQUIP INADEQUATE, VISUAL RESTRICTION - PILOT IN COMMAND
 5. ACFT/EQUIP INADEQUATE, VISUAL RESTRICTION - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 954 7/07/88 MORaine,OH A/C Reg. No. N8611U Time (Lcl) - 1935 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 0	0	1	0
Accident Occurred During -APPROACH		Pass 0	1	0	0
		Other 0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CINCINNATI,OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MORaine,OH	MORaine
Wind Dir/Speed- 330/004 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 65
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 242
SE LAND	Months Since - 15	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 103
		Instrument- 1
		Last 30 Days- 9
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH N7222W EXPERIENCED A MIDAIR COLLISION WITH N8611U ON A SIMILAR APPROACH. N8611U WAS A HIGH WING AIRCRAFT AND WAS IN FRONT OF AND BELOW N7222W WHICH WAS A LOW WING AIRCRAFT. THE PILOT OF N8611U STATED THAT HE HAD NO KNOWLEDGE OF THE OTHER AIRCRAFT, HOWEVER HAD HIS RADIO TUNED TO THE UNICOM FREQUENCY AND HEARD A WARNING FROM ANOTHER AIRCRAFT THAT A "HIGH WING AND LOW WING AIRCRAFT (WERE) COMING TOGETHER AND TO GET OUT". HE STATED THAT HE "APPLIED POWER AND PUSHED THE STICK FORWARD, AT THE SAME TIME, TO GAIN SPEED", HOWEVER THE "OTHER AIRCRAFT STRUCK (HIM) FROM BEHIND. THE ACCIDENT OCCURRED AT AN UNCONTROLLED AIRPORT.

Brief of Accident (Continued)

File No. - 954

7/07/88

MORaine,OH

A/C Reg. No. N8611U

Time (Lc1) - 1935 EDT

Occurrence #1

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. COMMUNICATIONS - NOT PERFORMED - PILOT OF OTHER AIRCRAFT
4. ACFT/EQUIP INADEQUATE, VISUAL RESTRICTION - PILOT IN COMMAND
5. ACFT/EQUIP INADEQUATE, VISUAL RESTRICTION - 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) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 872 2/10/88 OKLAHOMA CITY,OK A/C Reg. No. N2186K Time (Lcl) - 1243 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
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540-SL
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC

Wind Dir/Speed- 340/018 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - FREEZING DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MEMPHIS, TN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

WILEY POST
Runway Ident - 17L
Runway Lth/Wid - 7198/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP, FLT ENG
SE LAND, ME LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 3720
Make/Model- 200
Instrument- 600
Multi-Eng - 2422
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 45
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS EQUIPPED FOR IFR BUT NOT EQUIPPED TO FLY INTO ICING COND. AT 4000 FEET MSL, THE OAT WAS ABOVE FREEZING. AT 3000 FEET MSL THE AIRPLANE WAS IN CLOUDS WITH OAT OF 32 DEGREES F. THE PLT ELECTED TO ATTEMPT DOWNWIND ILS APPROACH AND LANDING. PLT WAS VISUAL AT 450 FEET AGL AND ENCOUNTERED STRONG DOWN DRAFTS WITH LARGE AIRSPEED FLUCTUATIONS. PLT STATED HE FELT HE HAD THE RUNWAY MADE AND DID NOT CONSIDER A GO-AROUND. WHEN CLOSE TO RUNWAY AIRPLANE BALLOONED AND APPROACHED A STALL. AFTER PLT PUSHED NOSE DOWN, THE NOSE WHEEL HIT THE GROUND AND COLLAPSED. DESPITE THE HARD IMPACT, SOME AIRFRAME ICE, AT LEAST 1/2 INCH THICK FROM BACK TO FRONT AND ONE INCH ACROSS, WAS FOUND ON THE LEADING EDGES OF THE WINGS AND EMPENNAGE.

Brief of Accident (Continued)

File No. - 872

2/10/88

OKLAHOMA CITY, OK

A/C Reg. No. N2186K

Time (Lc1) - 1243 CST

Occurrence #1 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

1. WEATHER CONDITION - ICING CONDITIONS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
3. WING - ICE
4. STABILIZER - ICE
5. WEATHER CONDITION - TAILWIND
6. FLIGHT TO ALTERNATE DESTINATION - NOT SELECTED - PILOT IN COMMAND
7. ANTI-ICE/DE-ICE SYSTEM - NOT INSTALLED

Occurrence #2 GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. LANDING GEAR, NOSE GEAR - OVERLOAD
9. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 808 4/10/88 ELK CITY,OK A/C Reg. No. N8076 Time (Lcl) - 1710 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AEROTECK PITTS S-2A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 360/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - 7KCAB

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 5784	Last 24 Hrs	- 3
Make/Model-	164	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	45

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED DOING AEROBATICS. A STALL/SPIN WAS INITIATED FROM A CLIMBING VERTICAL ATTITUDE. CORRECTIVE ACTION WAS NOT ACCOMPLISHED BY THE PILOT AND THE AIRCRAFT WAS OBSERVED TO SPIN TO GROUND IMPACT. NO AIRCRAFT MALFUNCTIONS WERE FOUND.

Brief of Accident (Continued)

File No. - 808 4/10/88 ELK CITY, OK

A/C Reg. No. N8076

Time (Lcl) - 1710 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - INITIATED - PILOT IN COMMAND
 2. STALL/SPIN - PERFORMED - PILOT IN COMMAND
 3. STALL/SPIN - 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) 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. - 896 5/18/88 LE FLORE,OK A/C Reg. No. N212FR Time (Lcl) - 1845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -OTHER WORK USE	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TALIHINA,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	POTEAU,OK	
Wind Dir/Speed- 130/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 163
SE LAND	Months Since - 21	Make/Model- 89
	Aircraft Type - C-172	Instrument- 2
		Multi-Eng - 5
		Last 24 Hrs - 2
		Last 30 Days- 7
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BEING USED TO FLY OVER A WOODED AREA & SPOT CATTLE FOR PSNL ON THE GROUND. AFTER SPOTTING CATTLE FOR ABOUT 2 HRS, THE PLT WAS FLYING AT LOW ALT WHEN THE ACFT SUDDENLY ROLLED INTO A STEEP BANK, THEN THE NOSE DROPPED & THE ACFT CRASHED IN A STEEP DSCNT. A WITNESS RPRTD THE ENG REVVED UP JUST BEFORE IMPACT. SEVERAL TREE BRANCHES WERE FOUND AT THE CRASH SITE THAT HAD BEEN SMOOTHLY SEVERED BY THE PROP. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. DRG TOXICOLOGY STUDIES OF THE OCCUPANTS, LOW LVLS OF COCAINE & MARIJUANA WERE DETECTED. TESTS OF THE PLT'S URINE SHOWED A MARIJUANA METABOLITE LEVEL OF 79 NG/ML & A COCAINE LVL OF 0.13 MCG/ML. HIS BLOOD HAD A CARBOXY-THC LVL OF 12 NG/ML. TESTS OF THE PAX'S URINE SHOWED A MARIJUANA METABOLITE LEVEL OF 56 NG/ML & A COCAINE LEVEL OF 0.2 MCG/ML.

Brief of Accident (Continued)

File No. - 896

5/18/88

LE FLORE,OK

A/C Reg. No. N212FR

Time (Lcl) - 1845 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - INITIATED -
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
 4. DIVERTED ATTENTION - PILOT IN COMMAND
 5. PHYSICAL IMPAIRMENT(DRUGS) - 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) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 815 6/22/88 BLANCHARD,OK A/C Reg. No. N9162S Time (Lcl) - 2030 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	3
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BEECH B-24R	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 - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	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	NORMAN,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/005 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 - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 257
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 18
		Instrument- 42
		Multi-Eng - 6
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PRIVATE PILOT IN THE LEFT FRONT SEAT, THIS WAS A TRAINING FLIGHT SET UP BY THE COMMERCIAL PILOT FLIGHT INSTRUCTOR IN ONE OF THE REAR SEATS. THE PRIVATE PILOT IN THE LEFT FRONT SEAT WAS TO PRACTICE FOR HIS COMMERCIAL FLIGHT TEST AND THE COMMERCIAL PILOT IN THE RIGHT FRONT SEAT WAS THERE TO STUDY FOR A FLIGHT INSTRUCTOR FLIGHT TEST. THE CFI IN ONE OF THE REAR SEATS STATED HE WAS INVITED TO GO ALONG AS A PASSENGER. THE LEFT SEAT PILOT STARTED A SPIRAL AT 4500 FT MSL AND THE AIRPLANE DESCENDED TO THE GROUND. THIS WAS A SIMULATED FORCED LANDING. THE ACFT COLLIDED WITH AN OIL WELL WELL-HEAD BEFORE IT STOPPED.

Brief of Accident (Continued)

File No. - 815

6/22/88

BLANCHARD,OK

A/C Reg. No. N9162S

Time (Lc1) - 2030 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Finding(s)

1. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)

3. OBJECT - POLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 806 6/29/88 TULSA,OK A/C Reg. No. N3756Q Time (Lcl) - 0625 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	2	0
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - NORTHROP C-125A	Eng Make/Model - WRIGHT R-1820-202A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 3	Stall Warning System - UNK/NR
Max Gross Wt - 38000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - 1275 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	DAYTON,OH	TULSA INTERNATIONAL
Wind Dir/Speed- 160/006 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7700/ 150
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6274
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 56
		Instrument- 164
		Multi-Eng - 1901
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DID NOT HOLD A TYPE RATING OR WRITTEN AUTHORIZATION TO ACT AS PILOT IN COMMAND. THE CO-PILOT DID NOT HOLD A TYPE RATING OR WRITTEN AUTHORIZATION TO ACT AS SECOND IN COMMAND AND HIS MEDICAL HAD EXPIRED. THE AIRCRAFT DID NOT HAVE AN AIRWORTHINESS CERTIFICATE NOR HAD A SPECIAL FLIGHT PERMIT BEEN ISSUED. THE LEFT PROPELLER WENT INTO REVERSE DURING THE INITIAL CLIMB DUE TO CORROSION AND DETERIORATION OF THE WIRING THAT CONTROLLED THE PROPELLER. THE ACFT CRASHED OUT OF CONTROL AFTER COLLIDING WITH POWER LINES DURING TAKEOFF. IT STRUCK THE GROUND AND WENT THRU A FENCE THEN DOWN A SLOPE AND OVER AN EMBANKMENT. THE ACFT THEN BOUNCED ACROSS A STREET WHILE TURNING AROUND AND COLLIDING WITH A POWER LINE POLE TAIL FIRST. THE ACFT HAD TRAVELED ABOUT 537 FT FROM INITIAL GROUND CONTACT. ALL 3 ENGINES WERE STILL PRODUCING POWER WHEN THE ACFT CAME TO REST.

Brief of Accident (Continued)

File No. - 806

6/29/88

TULSA,OK

A/C Reg. No. N3756Q

Time (Lc1) - 0625 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ELECTRICAL SYSTEM - CORRODED
2. INADEQUATE SUBSTANTIATION PROCESS, INADEQUATE DOCUMENTATION - COMPANY/OPERATOR MGMT
3. ELECTRICAL SYSTEM - DETERIORATED
4. PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - ENGAGED
5. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
7. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
8. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT/SECOND PILOT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 2,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 804 7/20/88 HEAVENER,OK A/C Reg. No. N68700 Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Fatal
Crew 0
Pass 0

Injuries
Serious Minor None
0 1 0
0 0 0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-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 - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed - UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - OVERCAST
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LUFKIN, TX
Destination
MENA, AR

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 20
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 127 Last 24 Hrs - UNK/NR
Make/Model - 127 Last 30 Days - UNK/NR
Instrument - 4 Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY TRAINING FLIGHT, THE NON-INSTRUMENT RATED PILOT FLEW INTO IMC CONDITIONS WHILE DESCENDING. THE PILOT ATTEMPTED TO CLIMB INTO VFR CONDITIONS BUT WHEN THAT WAS NOT SUCCESSFUL A DESCENT WAS BEGUN IN AN EFFORT TO BREAKOUT INTO VFR CONDITIONS. DURING THE DESCENT THE AIRCRAFT COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 804

7/20/88

HEAVENER,OK

A/C Reg. No. N68700

Time (Lc1) - 1400 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - OBSCURATION
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - NORMAL

Finding(s)

5. TERRAIN CONDITION - HIGH TERRAIN
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 850 8/05/88 WESTVILLE, OK A/C Reg. No. N5932P Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-24	Eng Make/Model - LYCOMING O-360A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MUSKOGEE, OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPRINGDALE, AR	Runway Ident - N/A
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 8000 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 - 99
SE LAND	Months Since - 9	Last 24 Hrs - 0
	Aircraft Type - C-150	Make/Model- 21
		Last 30 Days- 2
		Instrument- 2
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DESCENDED THE AIRPLANE FROM 5000 FEET USING REDUCED POWER BUT WITHOUT USING CARBURETOR HEAT. AT 3500 FEET THE PILOT ADVANCED THE THROTTLE BUT THE ENGINE DID NOT ACCELERATE AND THEN STOPPED PRODUCING POWER COMPLETELY. DESPITE CORRECTIVE MEASURES BY THE PILOT, THE ENGINE WOULD NOT RUN. DURING THE FORCED LANDING, THE LEFT WING HIT A TREE. NO FUEL WAS FOUND IN THE FUEL SYSTEM BUT THE CARBURETOR WAS BROKEN OPEN DURING GROUND IMPACT. THE PILOT STATED HE SAW THE FUEL QUANTITY GAUGE AND FUEL PRESSURE GAUGE INDICATING PROPERLY BEFORE THE TREE IMPACT. THE ICING PROBABILITY CHART INDICATES THE TEMPERATURE/DEW POINT WAS RIGHT FOR SERIOUS CARBURETOR ICING AT GLIDE POWER.

Brief of Accident (Continued)

File No. - 850

8/05/88

WESTVILLE,OK

A/C Reg. No. N5932P

Time (Lcl) - 1600 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. CARBURETOR HEAT - NOT SELECTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - NORMAL

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
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. - 921 8/20/88 ADA,OK A/C Reg. No. N89271 Time (Lcl) - 1630 CDT

-----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 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 160/008 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 4000 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</p> <p>TULSA,OK</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p> <p>FORCED LANDING</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ADA MUNICIPAL</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 5000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 54
SE LAND	Months Since - 1	Make/Model- 51
	Aircraft Type - C-152	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- 7
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A LOSS OF ENGINE POWER, THE AIRPLANE LANDED IN A SOFT, PLOWED FIELD, 50 FEET SHORT OF A RUNWAY AT THE DESTINATION AIRPORT. AFTER TOUCHDOWN, IT NOSED OVER TO THE INVERTED POSITION. ACCORDING TO THE OPERATOR, THE PILOT SAID HE MIGHT HAVE RUN OUT OF FUEL. THE PILOT TOLD THE ASI THERE WAS STILL FUEL BEING INDICATED IN THE SYSTEM AFTER THE POWER LOSS AND SAID THERE WAS FUEL COMING OUT OF THE FUEL CAP AFTER THE ACCIDENT. WHEN THE AIRPLANE WAS SALVAGED, THE TANKS WERE EMPTY AND NO PROBLEMS COULD BE FOUND WITH THE ENGINE OR FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 921

8/20/88

ADA,OK

A/C Reg. No. N89271

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF ENGINE POWER
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 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 919 8/30/88 OKLAHOMA CITY, OK A/C Reg. No. N6474F Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150F	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 170/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	HIGH VEGETATION
Precipitation - NONE	FORCED LANDING	
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)
STUDENT	Current - N/A	Total - 17
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 17
		Last 30 Days- 2
		Instrument- 0
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT HAD JUST RETURNED TO FLYING AFTER AN EXTENDED TIME. DURING THE APPROACH HE FAILED TO ADD CARBURETOR HEAT AND THE ENGINE FAILED WHEN POWER WAS ADDED. AUTOMOTIVE FUEL WAS BEING USED IN THE AIRCRAFT BUT THE STC HAD NOT BEEN COMPLIED WITH.

Brief of Accident (Continued)

File No. - 919

8/30/88

OKLAHOMA CITY,OK

A/C Reg. No. N6474F

Time (Lcl) - 1900 CDT

Occurrence #1 . LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
 3. LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
 4. INADEQUATE CERTIFICATION/APPROVAL, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 870 9/05/88 MARIETTA, OK A/C Reg. No. N99144 Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -DESCENT			1	1	0
					0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/006 KTS</p> <p>Visibility - 5.0 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 FORT WORTH, TX</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MCGHEE CATFISH REST.</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 2450/ 55</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, ME LAND</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 16</p> <p>Aircraft Type - C-152</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>- 363</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model</td> <td>- 147</td> <td>Last 30 Days</td> <td>- 5</td> </tr> <tr> <td>Instrument</td> <td>- 39</td> <td>Last 90 Days</td> <td>- 5</td> </tr> <tr> <td>Multi-Eng</td> <td>- 14</td> <td>Rotorcraft</td> <td>- 0</td> </tr> </table>	Total	- 363	Last 24 Hrs	- 1	Make/Model	- 147	Last 30 Days	- 5	Instrument	- 39	Last 90 Days	- 5	Multi-Eng	- 14	Rotorcraft	- 0
Total	- 363	Last 24 Hrs	- 1															
Make/Model	- 147	Last 30 Days	- 5															
Instrument	- 39	Last 90 Days	- 5															
Multi-Eng	- 14	Rotorcraft	- 0															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ELECTED TO LAND ON RWY 17 WITH WIND FROM 300 DEGREES AT 6 KNOTS. DURING THE SECOND GO-AROUND THE AIRPLANE'S LEFT WING STRUCK A TREE AT A POINT 30 FEET ABOVE THE GROUND AND THE AIRCRAFT ENDED UP INVERTED IN A PARKING LOT. PLT STATED HE HAD LANDED AT THIS AIRPORT ABOUT EIGHT TIMES PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 870

9/05/88

MARIETTA,OK

A/C Reg. No. N99144

Time (Lcl) - 1430 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. GO-AROUND - ATTEMPTED - 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) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 931 8/26/88 NEHALEM, OR A/C Reg. No. N5813X Time (Lcl) - 1930 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During - LANDING			0	0	1
					0

-----Aircraft Information-----

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 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- LIGHT AND VARIABLE</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point SEATTLE, WA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data NEHALEM</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 2400/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 0</p> <p>Aircraft Type - PA-44</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 420</p> <p>Make/Model - 44</p> <p>Instrument - 80</p> <p>Multi-Eng - 22</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days - 12</p> <p>Last 90 Days - 29</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER EXECUTING ONE GO-AROUND DUE TO OVERSHOOT, PLT LANDED LONG ON SECOND APPROACH. PLT ATTEMPTED TO BRAKE TO STOP, THEN REJECTED LANDING, APPLIED POWER AND BECAME AIRBORNE PREMATURELY. LOSS OF CONTROL AND COLLISION WITH TERRAIN FOLLOWED.

Brief of Accident (Continued)

File No. - 931

8/26/88

NEHALEM,OR

A/C Reg. No. N5813X

Time (Lcl) - 1930 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. ABORTED LANDING - DELAYED - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 979 9/29/88 HILLSBORO,OR A/C Reg. No. N4758E Time (Lcl) - 1030 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		Crew	0	0	0	0
Accident Occurred During	-LANDING	NONE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 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- CALM</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MEDFORD,OR</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 - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>PORTLAND-HILLSBORO ARPT</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 6600/ 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 - 60</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - C-185F</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2320</p> <p>Make/Model- 653</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 0</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- 10</p> <p>Last 90 Days- 15</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE AIRCRAFT VEERED TO THE RIGHT AND DEPARTED THE RUNWAY WHERE A GROUNDLOOP OCCURRED. THE WIND WAS CALM. NO EXPLANATION FOR THE LOSS OF CONTROL WAS GIVEN BY THE PLT.

Brief of Accident (Continued)

File No. - 979

9/29/88

HILLSBORO, OR

A/C Reg. No. N4758E

Time (Lc1) - 1030 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 965 4/22/88 MONCKS CORNER, SC A/C Reg. No. N94251 Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - DESCENT					

-----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	OFF AIRPORT/STRIP
Method - N/A	CONWAY, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 48 Last 24 Hrs - 2
	Months Since - N/A	Make/Model - 48 Last 30 Days - 33
	Aircraft Type - N/A	Instrument - 1 Last 90 Days - 48

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT COULD NOT LOCATE HER 1ST APRT DURING HER 1ST SOLO X-C FLT. SHE DETERMINED THAT SHE WAS SOUTH OF HER INTENDED 220 DEG COURSE. AFTER SEARCHING FOR THE ARPT FOR ABOUT 50 MIN, SHE THOUGHT SHE HAD LOCATED IT. AFTER UNSUCCESSFULLY ATTEMPTING TO OBTAIN APRT TRAFFIC ADVISORIES VIA UNICOM, SHE DECIDED TO DESCEND TO PATTERN ALT. SHE DID NOT RECALL THE APCH, BUT REMEMBERED BEING 10-15 FEET ABOVE TREES THINKING THAT SHE WAS GOING TO CRASH. THE ACFT COLLIDED WITH TREES OFF OF THE END OF A DRAG STRIP 8 MILES SOUTH OF THE INTENDED DESTINATION APRT. THE APRT AND DRAG STRIP WERE ORIENTED ON SIMILAR DIRECTIONAL BEARINGS. WINDS WERE FROM 270 DEGREES AT 10 TO 20 KNOTS DURING THE FLT. THERE WERE NO PRE-IMPACT MECHANICAL OR STRUCTURAL MALFUNCTIONS OR FAILURES REPORTED.

Brief of Accident (Continued)

File No. - 965

4/22/88

MONCKS CORNER, SC

A/C Reg. No. N94251

Time (Lc1) - 1000 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH

Finding(s)

7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5

Brief of Accident

File No. - 844 5/01/88 GILBERT, SC A/C Reg. No. N5085K Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	COLUMBIA, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BILL BARRIER FIELD
Wind Dir/Speed- 040/012 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 150
Lowest Sky/Clouds - 6500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 102
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 102
		Last 30 Days- 0
		Instrument- 5
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE OVERRAN RWY 23 DURING LDG AND NOSED OVER. THE PLT REPORTED THAT HE ATTEMPTED TO ABORT THE LDG AFTER INITIALLY LANDING LONG ON THE RWY. AS THE AIRPLANE BEGAN TO CLIMB HOWEVER, HE REALIZED THAT IT WOULD NOT CLEAR OBSTACLES LOCATED PAST THE END OF THE RWY. HE SUBSEQUENTLY ABORTED THE TAKEOFF AND LANDED AGAIN. THE AIRPLANE TOUCHED DOWN IN A WHEAT FIELD AT THE END OF THE RWY, WHERE THE NOSEWHEEL DUG INTO SOFT TERRAIN. A NEARBY WX OBSERVATION STATION REPORTED WINDS FROM 040 DEGREES AT 12 KTS, SHORTLY BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 844

5/01/88

GILBERT, SC

A/C Reg. No. N5085K

Time (Lc1) - 1800 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 5. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 970 5/18/88 FLORENCE, SC A/C Reg. No. N757VH Time (Lcl) - 1219 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - 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	AUGUSTA, GA	FLORENCE REGIONAL
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6498/ 150
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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 50
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 50
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED AS THE STUDENT PILOT WAS ATTEMPTING TO DEPART RWY 27. HE REPORTED THAT THE AIRPLANE BEGAN TO TURN TO THE LEFT AS HE INITIATED ROTATION. HE WAS UNABLE TO CORRECT THE TURN, AND HE ATTEMPTED TO ABORT THE TAKEOFF. THE AIRPLANE VEERED OFF OF THE LEFT SIDE OF THE RWY, OVERRAN AN EMBANKMENT, AND NOSED OVER. THE STUDENT PLT REPORTEDLY HAD 29 HRS OF PIC EXPERIENCE.

Brief of Accident (Continued)

File No. - 970

5/18/88

FLORENCE, SC

A/C Reg. No. N757VH

Time (Lcl) - 1219 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

4. TERRAIN CONDITION - DOWNHILL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 903 6/10/88 MCCORMICK, SC A/C Reg. No. N2609G Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ATHENS, GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MCCORMICK CO.
Wind Dir/Speed- 020/004 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3600/ 75
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 - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 49
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HER SECOND SOLO CROSS COUNTRY FLIGHT. SHE HAD DEPTD DONALDSON CENTER NEAR GREENVILLE, SC AND HAD FLOWN TO ATHENS, GA WHERE SHE HAD COMPLETED A TOUCH AND GO LANDING. SHE THEN PROCEEDED TO MCCORMICK, SC AND FLEW OVER THE AIRPORT TO CHECK THE WINDSOCK. IT WAS FAVORING RWY 36. WHEN SHE WAS ON EITHER BASE OR FINAL SHE STATED THAT THE WIND WAS "SWITCHING AROUND". SHE FLEW A NORMAL FINAL USING THE SLIP METHOD TO CORRECT FOR DRIFT. AT TOUCHDOWN SHE STATED THAT THE AIRPLANE TOUCHED DOWN HARD ON ALL THREE WHEELS AND THE NEXT THING SHE KNEW THE AIRPLANE HAD COME TO STOP ON ITS NOSE. THE STUDENT HAD ABOUT 15 HOURS IN THE AIRPLANE AT THE TIME, OF WHICH 5 HOURS WERE SOLO.

Brief of Accident (Continued)

File No. - 903

6/10/88

MCCORMICK, SC

A/C Reg. No. N2609G

Time (Lc1) - 1715 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 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) 1,2

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. - 984 6/21/88 NEWBERRY, SC A/C Reg. No. N47190 Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
1 0
1 0

None
0
0

-----Aircraft Information-----

Make/Model - AERONCA O-58B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65-8
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- UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

NEWBERRY CO.
Runway Ident - 22
Runway Lth/Wid - 3500/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 571 Last 24 Hrs - 2
Make/Model- 20 Last 30 Days- UNK/NR
Instrument- 96 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RELATED THAT HE HAD BEEN FLYING AROUND THE LOCAL AREA MAKING LANDINGS AT VARIOUS AIRPORTS FOR ABOUT 1 1/2 HOURS. HE RETURNED TO THE DEPARTURE AIRPORT AND MADE A FULL STOP LANDING. HIS 12 YEAR OLD SON REQUESTED THAT HE MAKE ANOTHER TAKEOFF AND LANDING. AFTER TAXI BACK, HE MADE A TAKEOFF AND, AT A LOW ALTITUDE, INITIATED A STEEP CLIMBING TURN TO THE LEFT. HE STATED THAT THE AIRPLANE STALLED AND CRASHED INTO THE HANGAR ROOF. HE AND HIS SON SUSTAINED SERIOUS INJURIES. THERE WAS NO FIRE.

Brief of Accident (Continued)

File No. - 984

6/21/88

NEWBERRY, SC

A/C Reg. No. N47190

Time (Lc1) - 1730 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MANEUVER - ABRUPT - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT -
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 972 8/23/88 BAMBERG, SC A/C Reg. No. N5797B Time (Lcl) - 1005 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During - LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-1	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FLORENCE, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ALLENDALE, SC	
Wind Dir/Speed- 006/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1900 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1035
SE LAND	Months Since - 12	Make/Model- 461
	Aircraft Type - C-182	Instrument- 101
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days- 5
		Last 90 Days- 6
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE AT CRUISE, THE PILOT REPORTED HEARING A TICKING SOUND COMING FROM THE ENGINE. SHORTLY AFTERWARD THE ENG QUIT. DURING THE EMERGENCY LANDING, THE AIRPLANE NOSED OVER. ENGINE EXAMINATION DISCLOSED THAT TEETH FROM THE CRANKSHAFT AND CAMSHAFT GEARS WERE FOUND IN THE OIL SUMP. A DETAILED COMPONENT EXAMINATION DISCLOSED THAT THE TEETH FROM THE CAMSHAFT GEAR HAD FAILED IN FATIGUE. THE TACHOMETER INDICATED THAT THE AIRPLANE HAD BEEN OPERATED 89 HOURS SINCE THE ENGINE WAS OVERHAULED IN 1981.

Brief of Accident (Continued)

File No. - 972

8/23/88

BAMBERG, SC

A/C Reg. No. N5797B

Time (Lc1) - 1005 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY, CAMSHAFT - FAILURE, PARTIAL
 2. ACCESSORY DRIVE ASSY, DRIVE GEAR - FATIGUE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 978 9/05/88 SALUDA, SC A/C Reg. No. N8823F Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 1	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - HUGHES 269A	Eng Make/Model - LYCOMING HO-360-C2D	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1184
SE LAND	Months Since - 4	Make/Model- 355
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 18
		Multi-Eng - 11
		Last 24 Hrs - 8
		Last 30 Days- 165
		Last 90 Days- 372
		Rotorcraft - 834

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR PILOT REPORTED THAT THEY WERE CONDUCTING AUTOROTATION TRAINING. DURING AN AUTOROTATION THE CREW DELAYED INITIATING THE POWER RECOVERY. THE HELICOPTERS STRUCK THE GROUND CAUSING SUBSTANTIAL DAMAGE. THE PILOTS DID NOT REPORT EXPERIENCING A SYSTEM PROBLEM OR MALFUNCTION. THE STUDENT PLT HAD NO PREVIOUS EXPERIENCE IN THIS MAKE & MODEL. HIS TOTAL HELICOPTER TIME WAS 45 HRS WITH 21 AS PIC.

Brief of Accident (Continued)

File No. - 978

9/05/88

SALUDA, SC

A/C Reg. No. N8823F

Time (Lcl) - 1400 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - PERFORMED -
 2. FLARE - IMPROPER - DUAL STUDENT
 3. THROTTLE/POWER CONTROL - DELAYED - DUAL STUDENT
 4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
 5. 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) 2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 917 4/25/88 KNOXVILLE, TN A/C Reg. No. N1491Q Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	- INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	- 14 CFR 91	NONE	Crew 0	2	0	0
Accident Occurred During	- DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150L	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 - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 030/008 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 9000 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 KNOXVILLE, TN</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>LITTLE CREEK</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 2100/ 116</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2127
SE LAND	Months Since - UNK/NR	Make/Model- 1021
	Aircraft Type - C-182	Instrument- 130
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI REPORTED THAT THE DAY'S INSTRUCTION WAS ORIGINALLY INTENDED TO BE A DUAL CROSS-COUNTRY FOR THE UNCERTIFICATED STUDENT. DUE TO WEATHER, IT WAS CANCELLED AT THE LAST MINUTE. RATHER THAN NOT FLY AT ALL, IT WAS DECIDED TO STAY AT THE PRIVATE GRASS STRIP AND MAKE TAKEOFFS AND LANDINGS. TWO TAKEOFFS AND LANDINGS HAD BEEN COMPLETED SUCCESSFULLY. AFTER THE THIRD TAKEOFF AT ABOUT 300 FEET AGL, THE ENGINE LOST POWER "LIKE RETARDING THE THROTTLE". THE CFI ASSUMED CONTROL OF THE AIRPLANE AT THE NORTHEAST END OF AN ABANDONED GRASS STRIP. THE CFI STATED THAT HE WAS TRYING TO STRETCH HIS GLIDE TO REACH THE STRIP AND THE AIRPLANE STRUCK TREES DURING THE TURN TO LAND TO THE NORTHEAST. THE ENGINE HAD AN INTERNAL STRUCTURAL FAILURE. THE ACFT HAD FLOWN 23 HOURS SINCE THE ANNUAL AND 100 HOUR INSPECTIONS. DURING POST ACC ENG TEARDOWN IT WAS NOTED THAT THE ROCKER ARM SHAFT BOSSES ON #3 CYL WERE FRACTURED. THE TOP RING ON #3 PISTON WAS BROKEN ALSO. ONE BOSS ON THE #2 CYL WAS SEPARATED BUT THE VALVES FUNCTIONED.

Brief of Accident (Continued)

File No. - 917

4/25/88

KNOXVILLE, TN

A/C Reg. No. N1491Q

Time (Lc1) - 1500 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,ROCKER ARM/TAPPET - FRACTURED
2. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
3. EXHAUST SYSTEM,MANIFOLD - LOOSE
4. MAINTENANCE,OVERHAUL,MAJOR - IMPROPER - OTHER MAINTENANCE PSNL

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

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. - 983 6/29/88 COLLIERVILLE, TN A/C Reg. No. N9807N Time (Lcl) - 0730 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

NONE

Fire

NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
1 0

None
1
0

-----Aircraft Information-----

Make/Model - ADAMS BALLOON A55S
Landing Gear - N/A
Max Gross Wt - 1500
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 230/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARSHALL CO, MS
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

FREE BALLOON

Age - 38
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - ADAMS55

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total - 48 Last 24 Hrs - UNK/NR
Make/Model - 48 Last 30 Days - 15
Instrument - 0 Last 90 Days - 22

Instrument Rating(s) - NONE

-----Narrative-----

A MULTIPLE BALLOON FLIGHT WAS BEING CONDUCTED TO OBTAIN PUBLICITY FOR THE LOCAL BALLOON CLUB. TELEVISION EXPOSURE OF BALLOON FLIGHTS HAD BEEN SHOT AND THE BALLOONS WERE IN THE PROCESS OF LANDING. THE REPORTER/PASSENGER IN THE ACCIDENT BALLOON HAD BEEN THROUGH ONE LANDING WHICH THE PILOT CHARACTERIZED AS TEXT BOOK. DURING THE SECOND TOUCHDOWN, THE BASKET CONTACTED A SMALL RIDGE OF DIRT AT THE LANDING SITE AND THE BASKET LAID OVER. THE PILOT REPORTED THAT THE PASSENGER FLIPPED OUT AND SUFFERED A HAIRLINE FRACTURE OF A VERTABRE. THERE WAS NO DAMAGE TO THE BALLOON NOR INJURY TO THE PRIVATE PILOT. THE WIND WAS LIGHT.

Brief of Accident (Continued)

File No. - 983

6/29/88

COLLIERVILLE, TN

A/C Reg. No. N9807N

Time (Lc1) - 0730 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 2. BALLOON EQUIPMENT, BASKET - DUMPED
 3. TERRAIN CONDITION - DIRT BANK
 4. MISC EQPT/FURNISHINGS, SEAT BELT - LACK OF
-

----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. - 937 8/22/88 DANCYVILLE, TN A/C Reg. No. N6783K Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire

Crew

0

0

0

1

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6075

No. of Seats - 1

Eng Make/Model - P&W R-1340-14BAN1

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- 090/003 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BROWNSVILLE, TN

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

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4588

Make/Model- 3160

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 80

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD ABOUT COMPLETED EMPTYING HIS HOPPER ON THE AERIAL APPLICATION FLIGHT WHEN THE ENGINE LOST PWR AND STARTED SMOKING NEAR THE END OF A SWATH RUN. HE PULLED UP TO AVOID PWR LINES AND ATTEMPTED TO MAKE A FORCED LDG IN THE OPEN FIELD. SMOKE OBSCURED HIS VISION DURING THE LAST 40-50 FEET OF ALT THAT HE STATED HE COULD NOT SEE THE GROUND. SUBSEQUENT EXAMINATION OF THE ENGINE REVEALED THAT A LARGE SECTION OF THE NOSE CASE HAD BROKEN OUT AND THE ENGINE OIL HAD ESCAPED. THE ENGINE HAD EXPERIENCED A PROPELLER STRIKE PRIOR TO THE PREVIOUS OVERHAUL ACCORDING TO THE ENGINE LOGBOOK.

Brief of Accident (Continued)

File No. - 937

8/22/88

DANCYVILLE, TN

A/C Reg. No. N6783K

Time (Lcl) - 1200 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CRANKCASE - FRACTURED
2. MAINTENANCE, OVERHAUL, MAJOR - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. FUSELAGE, CREW COMPARTMENT - SMOKE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 809 2/21/88 CANYON LAKE, TX A/C Reg. No. N5539Z Time (Lcl) - 1700 CST

-----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	1	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - HODGES CONDOR III +2	Eng Make/Model - KAWASAKI TA-4400	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 200	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 40 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	
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1200 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 920
SE LAND, ME LAND	Months Since - 7	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 161
		Multi-Eng - 240
		Last 24 Hrs - 1
		Last 30 Days- 12
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HOMEBUILT AIRPLANE WAS BEING FLOWN BY THE NEW OWNER AND HIS SON. AFTER TWO TAKEOFFS AND LANDINGS, THE AIRPLANE WAS 50 FEET IN THE AIR WHEN THE ENGINE QUIT. THE PILOT STATED IN HIS REPORT, "WE SUSPECT A KILL SWITCH WAS INADVERTENTLY TOUCHED AND THIS WAS CAUSE OF UNTIMELY LOSS OF POWER.

Brief of Accident (Continued)

File No. - 809

2/21/88

CANYON LAKE, TX

A/C Reg. No. N5539Z

Time (Lcl) - 1700 CST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, IGNITION SWITCH - SWITCHED OFF
-

Occurrence #2 HARD LANDING
Phase of Operation DESCENT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 873 4/01/88 HENRIETTA, TX A/C Reg. No. N8553P Time (Lcl) - 0852 CST

-----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	-TAKEOFF	NONE	Pass	1	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-24-260	Eng Make/Model	- LYCOMING IO-540-D4A5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 240/018 KTS</p> <p>Visibility - 4.000 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 400 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>DEMING, NM</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>PIERCE</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 1500/ 100</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>COMMERCIAL, CFI</p> <p>SE LAND</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1403</p> <p>Make/Model- 116</p> <p>Instrument- 97</p> <p>Multi-Eng - 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 14</p> <p>Last 90 Days- 43</p> <p>Rotorcraft - 8</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS GIVEN A PRE-FLT WX BRIEFING BY A FSS BRIEFER. HE RCVD A FULL & THOROUGH BRIEFING, EXCEPT THE BRIEFER DID NOT HAVE AN OPNL WX RADAR SET AVAILABLE. THE PLT WAS ADZD OF A LINE OF THUNDERSTORMS (TSTMS) TO THE SOUTHWEST, MOVING EAST AT 20 KTS. HE WAS ALSO GIVEN A PIREP CONCERNING A TSTM 20 MI SOUTH OF WICHITA FALLS (SW OF HENRIETTA), RPRTDLY MOVING NORTH. WITNESSES SAID THE ACFT TOOK OFF DOWNWIND, HAD DIFFICULTY GETTING AIRBORNE, THEN MADE AN ABRUPT RGT TURN INTO A LOW CEILING. SHORTLY THEREAFTER, A WITNESS SAW IT COME OUT OF THE CLOUDS & CRASH APRX 1-1/2 MI SOUTHEAST OF THE ARPT. IMPACT OCCURRED IN A STEEP LEFT WING DOWN, SLIGHTLY NOSE LOW, ATTITUDE. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. A WITNESS SAID THAT JUST BFR TAKEOFF, THERE WAS A HVY DOWNPOUR OF RAIN WITH SMALL HAIL, LIGHTNING & THUNDER. THERE WERE INDICNS THE PLT WAS HURRYING TO DEPART BFR A CLNC VOID TIME OF 0900 CST. HE TOOK OFF ABT 8 MIN BFR THE VOID TIME. ACCORDING TO SPECS, THE ATTITUDE INDICATOR WOULD HAVE NEEDED A 3 MIN SPIN-UP TIME TO ACHIEVE ITS RATED PERFORMANCE.

Brief of Accident (Continued)

File No. - 873

4/01/88

HENRIETTA, TX

A/C Reg. No. N8553P

Time (Lc1) - 0852 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. SELF-INDUCED PRESSURE - PILOT IN COMMAND
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - THUNDERSTORM, LEVEL II
 6. WEATHER CONDITION - UNFAVORABLE WIND
 7. WEATHER CONDITION - RAIN
 8. WEATHER CONDITION - FOG
-

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) 2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 807 4/18/88 ANGLETON, TX A/C Reg. No. N6915 Time (Lc1) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - CURTIS BABY GREAT LAKES	Eng Make/Model - CONTINENTAL C-65	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/012 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 LAKE JACKSON, TX ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity ON AIRSTRIP Airport Data BAILES Runway Ident - 35 Runway Lth/Wid - 3855/ 100 Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 68 Biennial Flight Review Current - NO Months Since - 35 Aircraft Type - C-182	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1290 Make/Model- 16 Instrument- 0 Last 24 Hrs - 5 Last 30 Days- UNK/NR Last 90 Days- UNK/NR
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Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER LIFTOFF, THE ACFT WAS OBSERVED TO ENTER A RT BANK AND THEN A LEFT BANK TO A COURSE PARALLEL TO THE T/O RWY. IT WAS SUBSEQUENTLY OBSERVED TO ENTER A LEFT TURN WHICH STEEPENED AND THE ACFT NOSED OVER UNTIL GROUND IMPACT. ORIGINAL TURN WAS EXECUTED AT ABOUT 150' AGL. ACFT STRUCK THE GROUND IN A NOSE LOW, LEFT WING DOWN ATTITUDE. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION. NOR WAS THERE ANY EVIDENCE OF PLT INCAPACITATION FOUND DURING THE SUBSEQUENT AUTOPSY AND TOXICOLOGY STUDIES.

Brief of Accident (Continued)

File No. - 807

4/18/88

ANGLETON, TX

A/C Reg. No. N6915

Time (Lc1) - 1900 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MANEUVER - ATTEMPTED - PILOT IN COMMAND
2. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 810 4/28/88 SHALLOWATER, TX A/C Reg. No. N30273 Time (Lcl) - 1450 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-28-201T	Eng Make/Model	- CONTINENTAL TSIO-360	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	ABILENE, TX	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	SHALLOWATER
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 27
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	Type Apch/Lndg	- 2400/ 20
Obstructions to Vision		Runway Surface
Precipitation		- ASPHALT
Condition of Light		Runway Status
		- DRY
		SLUSH

-----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	Total	- 6945
SE LAND	Months Since	Make/Model	- 475
	Aircraft Type	Instrument	- 1002
		Last 24 Hrs	- 50
		Last 30 Days	- 106
		Last 90 Days	- 106

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL DURING THE LANDING ROLL WITH A STRONG LEFT CROSSWIND ON A NARROW RUNWAY. A GO-AROUND WAS ATTEMPTED BUT THE AIRCRAFT DRIFTED RIGHT AND RECEIVED SUBSTANTIAL DAMAGE WHEN IT TOUCHED DOWN IN SOFT TERRAIN.

Brief of Accident (Continued)

File No. - 810

4/28/88

SHALLOWATER, TX

A/C Reg. No. N30273

Time (Lc1) - 1450 CDT

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. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ABORTED

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 925 5/23/88 TOMBALL, TX A/C Reg. No. N29WH Time (Lcl) - 1214 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 - HUDSON MUSTANG II	Eng Make/Model - LYCOMING O-320-DIA	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point FRIENDSWOOD, TX	
Method - N/A	Destination LOCAL	Airport Data DAVID WAYNE HOOKS
Completeness - N/A		Runway Ident - 35L
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 7000/ 100
Wind Dir/Speed- 280/012 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - STRAIGHT-IN	
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1656
SE LAND, ME LAND	Months Since - 9	Make/Model- 90
	Aircraft Type - 8KCAB	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED WHEN CONTROL WAS LOST DURING THE ROLLOUT AFTER LDNG WITH A 12 KNOT LEFT CROSSWIND. FOLLOWING THE LOSS OF CONTROL, THE ACFT VEERED LEFT OF THE RWY, STRUCK A RWY LT, HIT A DITCH, AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 925 5/23/88 TOMBALL, TX A/C Reg. No. N29WH Time (Lc1) - 1214 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 812 5/24/88 WINNIE, TX

A/C Reg. No. N5374

Time (Lcl) - 1745 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A

Eng Make/Model - P&W R-1340-PC

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-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/011 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----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 - 4376

Last 24 Hrs - 6

SE LAND

Months Since - 3

Make/Model- 2000

Last 30 Days- 72

Aircraft Type - C-150

Instrument- 45

Last 90 Days- 191

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT STRUCK A DITCH AND FLIPPED OVER AFTER SETTLING TO THE GROUND FOLLOWING T/O FROM A PVT AG STRIP. THE PLT STATED THAT DURING THE T/O, THE WIND SHIFTED TO A QUARTERING TAILWIND AND THAT HE ATTEMPTED TO DUMP HIS LOAD BECAUSE HE WAS PAST HIS REJECTED T/O PT. FOLLOWING LIFT OFF, THE ACFT BRUSHED SOME TREE TOPS AT THE END OF THE STRIP, DECELERATED, AND SUBSEQUENTLY SETTLED INTO A CULTIVATED FIELD OFF THE END OF THE RWY. AFTER TOUCHDOWN, THE ACFT ROLLED ABOUT 100' AND STRUCK AN IRRIGATION DITCH WHICH CAUSED IT TO FLIP OVER.

Brief of Accident (Continued)

File No. - 812

5/24/88

WINNIE, TX

A/C Reg. No. N5374

Time (Lcl) - 1745 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. OBJECT - TREE(S)
 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 4. LOAD JETTISON - ATTEMPTED - 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

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. - 871 6/10/88 ELGIN, TX A/C Reg. No. N8181Z Time (Lc1) - 0841 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	3	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA 205	Eng Make/Model - CONTINENTAL IO-470-S	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 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 - IMC</p> <p>Wind Dir/Speed- 040/010 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 900 FT OVERCAST</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PERRYTON, TX</p> <p>Destination AUSTIN, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - IFR</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 - DIRT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 468
SE LAND	Months Since - 30	Make/Model- 72
	Aircraft Type - UNK/NR	Instrument- 109
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 6
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT RADIOED THAT HE WAS RUNNING OUT OF FUEL WHILE BEING VECTORED FOR LANDING. THE CEILING WAS ABOUT 900 FEET WITH 5 MILES VISIBILITY AND THE ACCIDENT OCCURRED IN A LEVEL GRASS FIELD. WITNESSES HEARD THE ENGINE CUTTING OUT AND A LOSS OF CONTROL OCCURRED BEFORE THE AIRCRAFT IMPACTED THE GROUND. THE FLIGHT PLAN SHOWED 4.5 HOURS OF FUEL AND THE ACCIDENT OCCURRED ABOUT 3 HOURS AFTER TAKEOFF. RAW FUEL BURNS IN THE GRASS AT THE CRASH SITE SHOWED THAT FUEL EXHAUSTION DID NOT OCCUR. NO RECORD WAS FOUND THAT THE PILOT HAD SATISFACTORILY COMPLETED A BIENNIAL FLIGHT REVIEW WITHIN THE PAST 2 YEARS. HIS LOGBOOK SHOWED THAT HE HAD 5 HOURS ACTUAL OR SIMULATED INSTRUMENT FLIGHT TIME WITHIN THE PAST 6 MONTHS. POST ACC INVEST REVEALED THAT THE FUEL SELECTOR WAS ON THE RT TANK AND THE RT TANK CONTAINED NO FUEL WITH NO EVIDENCE OF FUEL LEAKAGE.

Brief of Accident (Continued)

File No. - 871

6/10/88

ELGIN, TX

A/C Reg. No. N8181Z

Time (Lcl) - 0841 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - NORMAL

Finding(s)

4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 5. LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

Brief of Accident

File No. - 826 6/13/88 GILMER, TX A/C Reg. No. N9087X Time (Lc1) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	0	Serious	Minor
Type of Operation -PERSONAL	Fire	Crew	0	0	0	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						1

-----Aircraft Information-----

Make/Model - CESSNA 182D	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	BIG SPRINGS, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GILMER UPSHUR COUNTY
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 106
SE LAND	Months Since - 20	Make/Model- 43
	Aircraft Type - C-152	Instrument- 0
		Multi-Eng - 0
		Last 24 Hrs - 8
		Last 30 Days- 9
		Last 90 Days- 10
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID HE MADE TWO APPROACHES TO RUNWAY 17 AND TWO GO-AROUNDS. HE SAID THE WIND THEN CHANGED DIRECTION AND HE SET-UP FOR LANDING ON RUNWAY 35. HE SAID HE SHOULD HAVE GONE AROUND FOR THE THIRD TIME BUT INSTEAD HE LANDED LONG, WENT THROUGH A FENCE AND STOPPED 500 FEET PAST THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 826

6/13/88

GILMER, TX

A/C Reg. No. N9087X

Time (Lcl) - 1415 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 869 7/03/88 MARBLE FALLS, TX A/C Reg. No. N2642V Time (Lcl) - 2035 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	Serious	Minor	None	
Type of Operation - PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under - 14 CFR 91			0	0	0	2
Accident Occurred During - DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA 170	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HORSESHOE BAY
Wind Dir/Speed- 180/025 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 7500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 215
SE LAND	Months Since - 11	Last 24 Hrs - 3
	Aircraft Type - C-170	Make/Model- 215
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 40
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL DURING THE LNDG ON RUNWAY 17. THE AIRCRAFT COLLIDED WITH THE TERRAIN AND TREES AFTER VEERING OFF THE RIGHT SIDE OF THE RUNWAY. THE PILOT REPORTED A LEFT QUARTERING HEADWIND OF 25 KNOTS GUSTING TO 35 KNOTS. THE ACFT WAS AIRBORNE AFTER LEAVING THE RWY AND DRAGGED THE RIGHT WING BEFORE SPINNING AROUND AND SLIDING BACKWARDS INTO SMALL TREES.

Brief of Accident (Continued)

File No. - 869

7/03/88

MARBLE FALLS, TX

A/C Reg. No. N2642V

Time (Lc1) - 2035 CDT

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 - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

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) 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. - 851 8/04/88 DALHART, TX A/C Reg. No. N9248R Time (Lcl) - 1035 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage		Injuries		
	DESTROYED		Fatal	Serious	Minor
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA A188B	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 - 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	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/002 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5134
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - J-3	Last 30 Days- 56
		Last 90 Days- 60
		Multi-Eng - 772

Instrument Rating(s) - NONE

-----Narrative-----

AS THE AG AIRPLANE TRIED TO LEVEL OFF AT THE START OF THE SPRAY RUN, IT CONTINUED THE DESCENT INTO THE CORN AND FLIPPED FORWARD TO THE INVERTED POSITION. THE ELEVATION IN THE AREA WAS 4100 FT MSL AND THE DENSITY ALTITUDE WAS 5000 FT.

Brief of Accident (Continued)

File No. - 851

8/04/88

DALHART, TX

A/C Reg. No. N9248R

Time (Lc1) - 1035 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - CROP
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 849 8/07/88 KINGSLAND, TX A/C Reg. No. N57430 Time (Lcl) - 1015 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	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

SUNRISE BEACH
Runway Ident - 12
Runway Lth/Wid - 2300/ 130
Runway Surface - GRASS/TURF
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	-	18	Last 24 Hrs - 2
Make/Model-	18	Last 30 Days-	18
Instrument-	0	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE TAIL-DRAGGER TOUCHED DOWN ON THE LEFT GEAR, THEN THE RIGHT GEAR. THE PILOT APPLIED POWER FOR A GO-AROUND BUT HE SAID HE THEN CUT IT OFF BECAUSE HE WAS GOING TO BE GOING SO CLOSE TO THE HANGAR. THE AIRPLANE WENT OFF THE LEFT SIDE OF THE RUNWAY AND EVENTUALLY COLLIDED WITH THREE AIRPLANES, AN ULTRALITE AND THE HANGAR THEY WERE HOUSED IN.

Brief of Accident (Continued)

File No. - 849

8/07/88

KINGSLAND, TX

A/C Reg. No. N57430

Time (Lc1) - 1015 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - AIRPORT FACILITY
 4. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 848 8/21/88 TEXARKANA, TX A/C Reg. No. N18460 Time (Lc1) - 1610 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - AERONCA 65-TL	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 65 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SHILLING
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 50
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
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 - 150
SE LAND	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - 65-TL	Make/Model- 100
		Instrument- 0
		Last 30 Days- 15
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPORT OPERATOR STATED HE SAW THE AIRPLANE TURN IN TO LAND. HE SAID IT APPEARED TO STALL AND THEN MAKE A QUICK TURN TO THE LEFT, INTO A TREE.

Brief of Accident (Continued)

File No. - 848

8/21/88

TEXARKANA, TX

A/C Reg. No. N18460

Time (Lc1) - 1610 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

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. - 920 8/24/88 WHITNEY, TX

A/C Reg. No. N2550Q

Time (Lcl) - 2045 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/007 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

WHITNEY STATE PARK
Runway Ident - 35
Runway Lth/Wid - 2000/ 50
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-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 39	Last 24 Hrs	- UNK/NR
Make/Model-	17	Last 30 Days-	8
Instrument-	0	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DECIDED TO MAKE A TOUCH AND GO LANDING BEFORE FLYING TO ANOTHER AIRPORT. THE AIRPLANE TOUCHED DOWN MORE THAN 1000 FEET DOWN THE 2000 FOOT RUNWAY, WENT OFF THE END AND 300 FEET BEYOND THE END BEFORE HITTING A DIRT BANK AND NOSING OVER TO THE INVERTED POSITION. ALTHOUGH ONE BRAKE LINE WAS BROKEN, THERE WERE NO SKID MARKS ON THE RUNWAY AND THERE WAS NO BRAKE FLUID ON THE RUNWAY, THE WHEEL OR THE BRAKE ASSEMBLY.

Brief of Accident (Continued)

File No. - 920

8/24/88

WHITNEY, TX

A/C Reg. No. N2550Q

Time (Lcl) - 2045 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 847 8/28/88 KILLEEN, TX A/C Reg. No. N704SB Time (Lcl) - 2137 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MUNICIPAL
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - 19
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 600 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 - NIGHT(DARK)		

-----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 - 94
SE LAND	Months Since - 17	Last 24 Hrs - 0
	Aircraft Type - C-150	Make/Model- UNK/NR
		Last 30 Days- 0
		Instrument- 2
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT/OPERATOR AIRCRAFT ACCIDENT REPORT, THE PRIVATE PILOT HAD NOT FLOWN IN THE PREVIOUS 90 DAYS. THE PILOT WAS PRACTICING LANDINGS ON A DARK NIGHT AND COLLIDED WITH POWER LINES 1000 FEET SHORT OF THE RUNWAY. AFTER COLLIDING WITH THE WIRES, THE AIRPLANE HIT THE GROUND AND FLIPPED TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 847

8/28/88

KILLEEN, TX

A/C Reg. No. N704SB

Time (Lc1) - 2137 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. LIGHT CONDITION - DARK NIGHT
-

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. - 895 8/31/88 DALLAS/FT WORTH, TX A/C Reg. No. N473DA Time (Lcl) - 0901 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-DELTA AIRLINES, INC.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	2	4	1	0
Flight Conducted Under	-14 CFR 121	ON GROUND	Pass	12	22	49	18
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- BOEING 727-232	Eng Make/Model	- P&W JT8D-15	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 184200	Engine Type	- TURBOFAN		
No. of Seats	- 156	Rated Power	- 15500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	SAME AS ACC/INC			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	SALT LAKE CITY, UT		DALLAS/FT. WORTH INTL	
Wind Dir/Speed	- 090/009 KTS	ATC/Airspace		Runway Ident	- 18L
Visibility	- 10.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 11387/ 200
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Surface	- CONCRETE
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 - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 17000	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model - 7000	Last 30 Days - 62
	Aircraft Type - B727	Instrument - UNK/NR	Last 90 Days - 119
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHTCREW REPORTED THAT THE TAKEOFF ROLL APPEARED TO BE NORMAL IN ALL RESPECTS, WITH NO WARNING LIGHTS, AUDIBLE WARNINGS, OR UNUSUAL ENGINE INSTRUMENT CONDITIONS. THE CAPTAIN STATED THAT THE ROTATION WAS INITIALLY NORMAL, BUT AS THE MAIN GEAR WHEELS LEFT THE GROUND HE HEARD "TWO EXPLOSIONS." HE SAID IT FELT AS THOUGH THE AIRPLANE WAS EXPERIENCING "REVERSE THRUST." THE CAPTAIN STATED THAT THE AIRPLANE BEGAN TO "ROLL VIOLENTLY." THE AIRPLANE STRUCK THE INSTRUMENT LANDING SYSTEM (ILS) LOCALIZER ANTENNA ARRAY APPROXIMATELY 1,000 FEET BEYOND THE END OF RUNWAY 18L, AND CAME TO REST ABOUT 3,200 FEET BEYOND THE DEPARTURE END OF THE RUNWAY. INVESTIGATION DETERMINED THAT THE FLIGHTCREW DID NOT PROPERLY CONFIGURE THE WING FLAPS AND SLATS PRIOR TO THE ATTEMPTED TAKEOFF. (FOR FURTHER INFORMATION- SEE NTSB/AAR-89/04.)

Brief of Accident (Continued)

File No. - 895

8/31/88

DALLAS/FT WORTH, TX

A/C Reg. No. N473DA

Time (Lc1) - 0901 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COPILOT/SECOND PILOT
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. PROCEDURE INADEQUATE - COMPANY/OPERATOR MANAGEMENT
6. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - FAA(ORGANIZATION)
7. INADEQUATE SUBSTANTIATION PROCESS, INADEQUATE METHOD OF COMPLIANCE DTRMTN RCRDKPNG - FAA(ORGANIZATION)
8. LOWERING OF FLAPS - NOT PERFORMED -
9. LOWERING OF SLATS - NOT PERFORMED -
10. SAFETY SYSTEM(OTHER) - INOPERATIVE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,8,9,10

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. - 918 9/07/88 DALLAS, TX

A/C Reg. No. N210BB

Time (Lcl) - 1220 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	3
Pass	0	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - Bolkow BO-105C
Landing Gear - SKID
Max Gross Wt - 5291
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DALLAS, TX
Destination
KILGORE, TX

Airport Proximity
ON AIRPORT

Airport Data

DALLAS LOVE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - VFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA
HELICOPTER

Age - 43

Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - BH-206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total	- 6937	Last 24 Hrs	- 1
Make/Model	- 477	Last 30 Days	- 10
Instrument	- 514	Last 90 Days	- 62
Multi-Eng	- 636	Rotorcraft	- 4962

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER MADE ITS APPROACH TO AN OPEN AREA ON THE WESTSIDE OF THE AIRPORT TO GO TO A REFUELING AREA ON THE SOUTH SIDE OF THE AIRPORT. THE PILOT CHANGED HIS MIND AND DECIDED TO GO TO THE NORTHEAST SIDE OF THE AIRPORT. HE RECEIVED TOWER APPROVAL BUT WAS TOLD TO HOLD SHORT OF THE RUNWAY, FOR TRAFFIC. THE PILOT SAID HE WAS CLOSE TO THE RUNWAY AND EXECUTED A QUICK STOP. DURING THE QUICK STOP, THE HEEL OF THE SKIDS CONTACTED THE GROUND HARD ENOUGH TO BOUNCE. DURING THE POST-FLIGHT, DAMAGE WAS FOUND ON THE RIGHT SIDE OF THE FUSELAGE AND ON THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 918

9/07/88

DALLAS, TX

A/C Reg. No. N210BB

Time (Lcl) - 1220 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation HOVER

Finding(s)

1. SAFETY ADVISORY - ISSUED - ATC PNL(LCL/GND/CLNC)
2. INSTRUCTIONS, WRITTEN/VERBAL - ATTEMPTED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - ABRUPT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

4. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. TERRAIN CONDITION - GRASS

-----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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 976 4/14/88 MILFORD,UT A/C Reg. No. N3850M Time (Lcl) - 1526 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PROVO,UT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ST GEORGE,UT	Runway Ident - N/A
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - HAIL		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 167
SE LAND	Months Since - 2	Make/Model- 81
	Aircraft Type - PA-28	Instrument- 50
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT (WITH A RECENT INSTRUMENT RATING) RCVD A WX BRIEFING FM CEDAR CITY (CDC) FSS & FILED AN IFR FLT PLAN FM PROVO (PVU) TO ST GEORGE (SGU). CURRENT SGU WX WASN'T AVAILABLE, BUT WX FOR CDC (ABT 45 MI NNE) WAS PROVIDED. THE PLT WAS ADZD OF MOIST UNSTABLE AIR, RAIN, OBSCURED MTNS & CUMULUS CLOUDS ALONG THE ROUTE. ALSO, HE WAS ADZD OF A PIREP CONCERNING AN ENCTR WITH CLR ICG NR CDC AT 13,000'. APCHG MILFORD AT 11,000', THE PILOT CALLED CDC FSS & RCVD A WX UPDATE. CURRENT SGU WX WAS STILL NOT AVAILABLE, BUT HE WAS ADZD OF THUNDERSTORMS EN ROUTE. HE RETURNED TO ARTCC FREQ, GOT CLNC TO DESCEND TO 10,000', THEN TO CLIMB TO 12,000'. SOON THEREAFTER, RADIO AND RADAR CONTACT WERE LOST. SUBSEQUENTLY, THE ACFT BROKE UP IN FLT (WINGS & STABILIZERS SEPD) & WRECKAGE WAS SCATTERED OVER A 1-1/4 MI AREA. NO PRE-ACCIDENT CRACKS OR FATIGUE WAS FOUND. AN AIRCRAFT WAS SEEN FLYING INTO A WX CELL. GROUND WITNESSES THEN HEARD AN EXPLOSIVE NOISE AND SAW PARTS OF THE AIRCRAFT FALLING FM THE WX CELL. SOON THEREAFTER, PEA SIZE HAIL FELL FM THE CLOUD.

Brief of Accident (Continued)

File No. - 976

4/14/88

MILFORD,UT

A/C Reg. No. N3850M

Time (Lc1) - 1526 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
5. WING - OVERLOAD
6. WING - SEPARATION
7. HORIZONTAL STABILIZER SURFACE - OVERLOAD
8. HORIZONTAL STABILIZER SURFACE - SEPARATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 828 6/11/88 ENTERPRISE,UT A/C Reg. No. N8807E Time (Lcl) - 0900 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	DESTROYED	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 -MANEUVERING					

-----Aircraft Information-----

Make/Model - EAGLE DW-1	Eng Make/Model - LYCOMING IO-540-M1B5D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BERYL JUNCTION,UT	
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 - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - UNK/NR	Total - 1655
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 733
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 45
		Last 24 Hrs - 9
		Last 30 Days- UNK/NR
		Last 90 Days- 265

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE HAD BEEN GOING UNDER A POWERLINE THAT RAN ACROSS THE FLD BEING TREATED. ON THE ACDT PASS HE LOST SIGHT OF THE POWERLINE AND PULLED UP INTO THE LINE. THE VISIBILITY WAS UNRESTRICTED AND THE PASS WAS BEING MADE NORTH TO SOUTH AT MID MORNING.

Brief of Accident (Continued)

File No. - 828

6/11/88

ENTERPRISE,UT

A/C Reg. No. N8807E

Time (Lcl) - 0900 MDT

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. VISUAL/AURAL PERCEPTION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 964 4/30/88 WISE, VA A/C Reg. No. N7947N Time (Lcl) - 1215 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	1
Accident Occurred During - LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	LONESOME PINE
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Ident - 06
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4702/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 15
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 15
		Instrument- 0
		Last 30 Days- 15
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS FIRST SOLO FLIGHT AND ATTEMPTING HIS SECOND SOLO LANDING WHEN HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL IN A LEFT CROSSWIND. THE ACFT DRIFTED RIGHT AND THE PLT ATTEMPTED TO DO A GO-AROUND TO AVOID GOING OFF THE SIDE OF THE RWY. THE PLT SAID HE WAS UNABLE TO GAIN ALTITUDE. HE THEN RAISED THE FLAPS WHICH WAS FOLLOWED BY A LOSS OF CONTROL. THE ACFT COLLIDED WITH ROUGH TERRAIN NEXT TO THE RWY WHERE THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 964

4/30/88

WISE,VA

A/C Reg. No. N7947N

Time (Lc1) - 1215 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
6. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ABORTED

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
8. LANDING GEAR, NOSE GEAR - OVERLOAD
9. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 958 8/13/88 SHELTON, WA A/C Reg. No. N2984G Time (Lcl) - 1215 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

1

Crew

0

Pass

Injuries

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model - CASSUTT III
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 800
No. of Seats - 1

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

Wind Dir/Speed- 240/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
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 - 315
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 3
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT HAD BEEN RESTORED AND RECERTIFICATED SINCE LAST FLIGHT IN 1969. ON INITIAL TEST FLIGHT TAKEOFF, PLT IMMEDIATELY TURNED TO AND FLEW LOW, SLOW LANDING PATTERN CIRCUIT WITH SOUNDS OF REDUCED POWER, COLLIDING WITH TREES IN FINAL APPROACH TURN. INVESTIGATION FAILED TO REVEAL WHETHER POWER LOSS OCCURRED OR PLT ELECTED TO FLY PATTERN WITH REDUCED POWER. THE ACFT HAD AN ANNUAL INSPECTION ON 6/19/88 AND WAS REISSUED A CERT OF AIRWORTHINESS ON 7/21/88. THE ACC FLT WAS THE 1ST FLT SINCE 1969 FOR THE ACFT. ON 8/12/88 A HIGH SPEED, FULL POWER TAXI TEST WAS ACCOMPLISHED WITH THE ACFT BRIEFLY AIRBORNE. POST ACC EXTERNAL EXAM OF THE ENG SHOWED NO EVIDENCE OF FAILURE. THE PROP SHOWED MINIMAL ROTATION EVIDENCE AFTER IMPACT. THE ENG HAD BEEN RUN UP TO 3400 RPM ON 8/12 WITH NO DISCREPANCIES NOTED.

Brief of Accident (Continued)

File No. - 958

8/13/88

SHELTON, WA

A/C Reg. No. N2984G

Time (Lcl) - 1215 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
2. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 932 8/23/88 SEATTLE, WA A/C Reg. No. N6419M Time (Lcl) - 0900 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BOEING FIELD
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - 31L
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10001/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 27
		Last 30 Days- 10
		Instrument- UNK/NR
		Last 90 Days- 30
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT EXECUTED IMPROPER FLARE RESULTING IN HARD LANDING. THIS WAS A SOLO FLT. THE STUDENT SAID HE WAS HIGH ON FINAL BUT THOUGHT IT WAS OKAY. WHEN HE FLARED TO LAND THE ACFT DROPPED TO THE RWY AND BOUNCED. THE STUDENT SAID HE ADDED POWER AND RAISED THE NOSE. WHEN THE STALL WARNING SOUNDED HE LOWERED THE NOSE AND BOUNCED AGAIN. AFTER PARKING, STUDENT REPORTED HARD LANDING. THE STUDENT WAS LATER SCHEDULED FOR MORE TOUCH & GO LNDG PRACTICE GO AROUND RECOVERY FROM A BOUNCED LNDG.

Brief of Accident (Continued)

File No. - 932

8/23/88

SEATTLE,WA

A/C Reg. No. N6419M

Time (Lcl) - 0900 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

-----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. - 980 9/05/88 LEAVENWORTH,WA A/C Reg. No. N2811Q Time (Lcl) - 1430 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
1 0
0 1

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA 172L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- VARIABLE/018 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- SMOKE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WENATCHEE,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAKE WENATCHEE STATE
Runway Ident - 27
Runway Lth/Wid - 2500/ 250
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 300 Last 24 Hrs - UNK/NR
Make/Model- 250 Last 30 Days- UNK/NR
Instrument- 14 Last 90 Days- UNK/NR
Multi-Eng - 9 Rotorcraft - 5

Instrument Rating(s) - NONE

-----Narrative-----

ON INITIAL CLIMB OVER TREES BORDERING 2500-FT MOUNTAIN STRIP, PLT EXPERIENCED SUDDEN AND SEVERE WIND GUSTS BEYOND HIS CAPABILITY TO COUNTER. ACFT COLLIDED WITH TREES AND TERRAIN.

Brief of Accident (Continued)

File No. - 980

9/05/88

LEAVENWORTH,WA

A/C Reg. No. N2811Q

Time (Lc1) - 1430 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - HIGH TERRAIN
 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) 4,5

Brief of Accident

File No. - 955 9/09/88 SEATTLE,WA A/C Reg. No. N2526A Time (Lcl) - 1531 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	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-20
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-AIA
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- 220/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ARLINGTON,WA

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

BOEING FIELD

Runway Ident - 13

Runway Lth/Wid - 10001/ 200

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND,SE SEA

Age - 45

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - PA-20

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1416

Make/Model- 47

Instrument- 15

Multi-Eng - 160

Last 24 Hrs - 6

Last 30 Days- 20

Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT LANDED WITH 80 DEG RIGHT CROSS WIND OF 8 KTS, GROUNDLOOPEED TO RIGHT. THE PLT SAID THAT ATIS INFO GAVE THE WIND AS 220 DEGREES AT 8 KTS; HOWEVER HIS EST FROM WINDSOCK OBSERVATION INCLUDED GUSTS OF 15 KTS. THE OBSERVING STATION REPORTED NO GUSTS ON THE DATE OF THE ACC.

Brief of Accident (Continued)

File No. - 955

9/09/88

SEATTLE,WA

A/C Reg. No. N2526A

Time (Lc1) - 1531 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR,MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 948 6/23/88 PORTAGE, WI

A/C Reg. No. N44753

Time (Lc1) - 1715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0
	Other	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 170/007 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOSCOBEL, WI
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

PORTAGE
Runway Ident - 04
Runway Lth/Wid - 3010/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 88	Last 24 Hrs - 1
Make/Model- 88	Last 30 Days- UNK/NR
Instrument- 4	Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL OUT THE PILOT FAILED TO MAINTAIN ADEQUATE VISUAL LOOKOUT AND COLLIDED WITH ANOTHER AIRCRAFT AS IT TAXIED ACROSS HIS PATH ON AN INTERSECTING RUNWAY. VISIBILITY OF THE OTHER RUNWAY WAS RESTRICTED BY A STAND OF TREES, BUT THE PILOT STATED THAT HE SAW THE OTHER AIRCRAFT AND IT APPEARED TO BE STOPPED, WAITING FOR HIM.

Brief of Accident (Continued)

File No. - 948

6/23/88

PORTAGE,WI

A/C Reg. No. N44753

Time (Lcl) - 1715 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. FACILITY INADEQUATE, VISUAL RESTRICTION -
4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 948 6/23/88 PORTAGE, WI A/C Reg. No. N3865E Time (Lcl) - 1715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-TAXI		Other 0	0	0	1

-----Aircraft Information-----

Make/Model - AERONCA 11AC	Eng Make/Model - CONTINENTAL C-65-8F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
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		MONTELLLO, WI	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		SAME AS ACC/INC	PORTAGE
Wind Dir/Speed- 170/007 KTS			Runway Ident - 17
Visibility - 100.0 SM	ATC/Airspace		Runway Lth/wid - 3775/ 60
Lowest Sky/Clouds - 12000 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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 961
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - 11AC	Make/Model- 56
		Instrument- 20
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAXI FROM LANDING THE PILOT FAILED TO MAINTAIN ADEQUATE VISUAL LOOKOUT AND TAXIED ONTO A RUNWAY IN FRONT OF AN AIRCRAFT ON ITS LANDING ROLL. THE PILOT STATED THAT AS HE APPROACHED THE OTHER RUNWAY HIS VISIBILITY WAS RESTRICTED BY A STAND OF TREES, AND HE DID NOT SEE THE OTHER AIRCRAFT BEFORE HE TAXIED ONTO THE INTERSECTING RUNWAY.

Brief of Accident (Continued)

File No. - 948

6/23/88

PORTAGE,WI

A/C Reg. No. N3865E

Time (Lcl) - 1715 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. FACILITY INADEQUATE, VISUAL RESTRICTION -
4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
5. VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 900 6/24/88 KENOSHA,WI A/C Reg. No. N84405 Time (Lcl) - 2012 CDT

-----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	1

-----Aircraft Information-----

Make/Model - AERONCA 7BCM	Eng Make/Model - CONTINENTAL C-85-12F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FRANKLIN,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WAUKEGAN,IL	
Wind Dir/Speed- 230/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5175
SE LAND,ME LAND,SE SEA	Months Since - 17	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 125
		Instrument- 425
		Last 30 Days- UNK/NR
		Last 90 Days- 55
		Multi-Eng - 575

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS PICKING UP THE AIRCRAFT AFTER BEING SERVICED WHEN APPROXIMATELY 20 MINUTES AFTER TAKING OFF THE ENGINE QUIT. THE PILOT WAS FORCED TO MAKE AN EMERGENCY LANDING IN A FIELD. DURING THE LANDING SEQUENCE THE AIRCRAFT CONTACTED SOME TREES AT THE EDGE OF THE FIELD AND SUBSEQUENTLY COLLIDED WITH THE TERRAIN. INVESTIGATION REVEALED THAT DURING THE SERVICING OF THE AIRCRAFT A NEW FUEL CAP WAS INSTALLED. THE NEW FUEL CAP WAS NOT VENTED AND THE MECHANIC WHO INSTALLED IT FAILED TO FIND OUT IF IT NEEDED TO BE. SERVICE BULLETIN #47 FROM THE CHAMPION AIRCRAFT CORP. DATED 11-8-60 STATES THAT ALL CHAMPION AND AERONCA AIRCRAFT MODELS 11AC, 11BC, 11CC, 7AC, 7BCM, 7CCM, 7DC, AND 7EC MUST HAVE VENTED FUEL CAPS. IT ALSO STATES IF THE CAPS ARE NOT VENTED THEY MUST BE PRIOR TO INSTALLATION, OTHERWISE PROPER VENTING WILL NOT OCCUR.

Brief of Accident (Continued)

File No. - 900

6/24/88

KENOSHA,WI

A/C Reg. No. N84405

Time (Lcl) - 2012 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
3. AIRCRAFT/EQUIPMENT,INADQT COMPLIANCE DETERMINATION - OTHER MAINTENANCE PSNL
4. FUEL SYSTEM,CAP - INCORRECT
5. MAINTENANCE,SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

6. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 898 7/02/88 GRAFTON, WI A/C Reg. No. N2496K Time (Lc1) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity		
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT		
Method	- N/A	CEDARBURG, WI			
Completeness	- N/A	Destination	Airport Data		
Basic Weather	- VMC	SAME AS ACC/INC	ASHENFETTER		
Wind Dir/Speed	- 140/010 KTS		Runway Ident	- 20	
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- 1900/ 75	
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 489	Last 24 Hrs - 1
SE LAND	Months Since - 14	Make/Model - 1	Last 30 Days - 4
	Aircraft Type - C-172	Instrument - 15	Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING AT A 1,900' SOD AIRSTRIP WITH A 10 KNOT CROSSWIND, THE AIRCRAFT SWERVED TO THE LEFT, RAN OFF THE RUNWAY AND STRUCK SOME SMALL TREES AND SHRUBS. THE PILOT LACKED TOTAL EXPERIENCE IN LOW WING AIRCRAFT AND LACKED FAMILIARITY WITH THAT PARTICULAR AIRCRAFT.

Brief of Accident (Continued)

File No. - 898

7/02/88

GRAFTON,WI

A/C Reg. No. N2496K

Time (Lc1) - 1800 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 857 7/11/88 RIO, WI

A/C Reg. No. N77LG

Time (Lcl) - 1730 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
0
0

Injuries
Serious Minor

0
0

0
0

None
1
0

-----Aircraft Information-----

Make/Model - GRIFFIN PITTS S-1S
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1000
No. of Seats - 1

Eng Make/Model - LYCOMING O-360-B1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - 7KCAB

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 174
Make/Model- 8
Instrument- 3
Last 24 Hrs - 1
Last 30 Days- 2
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PILOT OF THE AMATEUR BUILT BIPLANE INITIATED A GO-AROUND FROM A VFR APPROACH, HE FOUND THAT HE HAD NO RESPONSE TO THROTTLE APPLICATION. HE THEN EXECUTED AN INTENTIONAL FORCED LANDING IN AN ADJACENT FIELD. DURING THIS LANDING THE AIRCRAFT COLLAPSED A MAIN LANDING GEAR AND NOSED OVER. POST ACC INVEST REVEALED THAT THE THROTTLE LINKAGE WAS BROKEN.

Brief of Accident (Continued)

File No. - 857

7/11/88

RIO, WI

A/C Reg. No. N77LG

Time (Lc1) - 1730 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. GO-AROUND - INITIATED - PILOT IN COMMAND
2. THROTTLE/POWER LEVER, LINKAGE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
4. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 4

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