

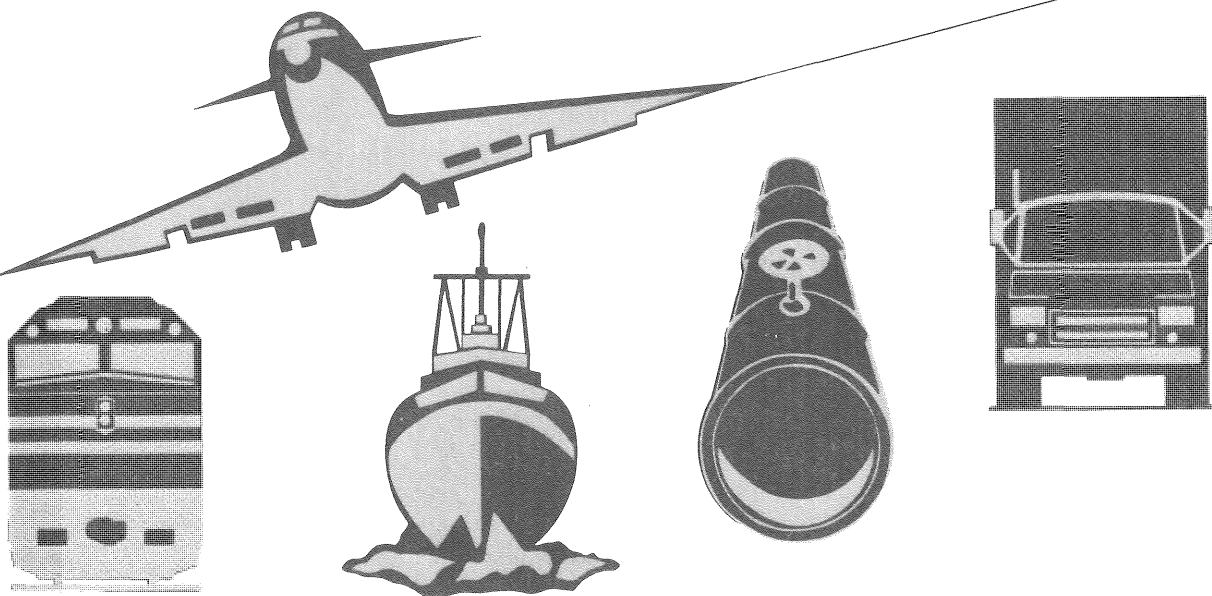
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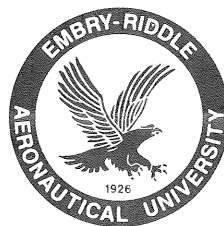
NATIONAL TRANSPORTATION SAFETY BOARD



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 6 OF 1988 ACCIDENTS





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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1988. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 1001 through 1200			
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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. 6, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1001	5536A	052788	SEBOYETA, NM	CESSNA	T210N	FATAL	290
1002	2317N	060788	ENON VALLEY, PA	PIPER	PA-38-112	FATAL	324
1003	8402S	102388	IVANOF BAY, AK	PIPER	PA-32-301	NONE	48
1004	1208C	101588	SOLDOTNA, AK	PIPER	PA-22	NONE	46
1005	1763U	092288	NEW KOLIGANEK, AK	CESSNA	207A	NONE	36
1006	482SA	072788	ANCHORAGE, AK	FAIRCHILD	SA227-AT	NONE	12
1007	5662H	022488	LEWISBURG, WV	MAULE	MX7-180	NONE	388
1008	7554O	060488	LAKEVIEW, AR	CESSNA	172	MINOR	74
1009	5878C	060488	MANHATTAN, KS	BEECH	35C	NONE	216
1010	2614M	071488	PILOT HILL, CA	GENERAL BALL	AX-6	SERIOUS	124
1011	1532H	070288	WEAVERVILLE, CA	CESSNA	177RG	SERIOUS	120
1012	25294	050588	UPLAND, CA	CESSNA	152	NONE	112
1013	917B	041388	TAFT, CA	BELL	47D1	NONE	108
1014	736UX	070688	NILAND, CA	CESSNA	TR182	NONE	122
1015	731CD	061488	DIGHTON, KS	CESSNA	188B	MINOR	218
1016	8027K	060788	HAZEN, AR	GRUMMAN	G-164B	NONE	78
1017	97536	060588	DEWITT, AR	CESSNA	182	NONE	76
1018	21SP	100488	RAWLINS, WY	PILGRIM	STEEN SKYB	NONE	402
1019	6XY	080488	HURRICANE, UT	BRASWELL	SCIRROCO M	NONE	348
1020	4329F	070888	CHEYENNE, WY	PIPER	PA-28R-200	SERIOUS	394
1021	5113W	062588	OGDEN, UT	PIPER	PA-28-160	MINOR	344
1022	9673O	062188	GRAND FORKS, ND	CESSNA	152	NONE	278
1023	8519K	101588	GRAHAM, WA	LAYCOCK	BABY GREAT	SERIOUS	376
1024	54867	091188	SHELTON, WA	CESSNA	172P	SERIOUS	362
1025	46692	072688	MONROE, WA	CESSNA	172	NONE	358

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1026	3841S	090488	PETERSBURG, AK	CESSNA	172E	FATAL	24
1027	3647N	092388	COEUR D'ALENE, ID	PIPER	J3C-65	NONE	206
1028	8815C	091688	WENATCHEE, WA	EAGLE	DW-1	NONE	364
1029	2730T	042788	TYONEK, AK	BEECH	C55	FATAL	2
1030	6392Q	063088	SALT LAKE CITY, UT	CESSNA	152	NONE	346
1031	8573H	080988	FADETTE, AL	GRUMMAN	G-164A	NONE	64
1032	3665X	072888	O'KEAN, AR	ROCKWELL	S2R	NONE	82
1033	2109Q	022088	ELLAMORE, WV	CESSNA	177RG	FATAL	386
1034	4999R	081188	SUMNER, IA	CESSNA	188B	NONE	194
1035	85294	083088	WEINER, AR	AERONCA	7CCM	NONE	88
1036	51390	080788	LEES SUMMIT, MO	CESSNA	150	MINOR	248
1037	3566R	080588	CRETE, NE	BEECH	C23	NONE	280
1038	69240	072588	UNDERWOOD, IA	CESSNA	152	NONE	192
1039	6722U	072888	OLATHE, KS	MOONEY	M20C	NONE	220
1040	6051M	070788	CRAIG, CO	BEECH	A36	MINOR	162
1041	182VR	080488	GUFFEY, CO	CESSNA	182	MINOR	166
1042	5061W	060588	GEYSERVILLE, CA	BELLANCA	8KCAB	FATAL	118
1043	1300S	050488	CHINO, CA	STOLP-STARDU	SA-300-A	NONE	110
1044	8171P	040388	MIDDLESBORO, KY	PIPER	PA-32R-301	FATAL	230
1045	143SS	061988	MORIARTY, NM	GROB	G-102	NONE	296
1046	70471	061588	WEST JORDON, UT	PIPER	J3C-65	NONE	342
1047	2829R	061488	COTTON CITY, NM	CESSNA	182K	NONE	294
1048	5279B	052888	JAMESTOWN, CO	MOONEY	M20	FATAL	158
1049	1038M	052888	WHEATLAND, WY	BEECH	D-17S	FATAL	390
1050	94237	060388	PHILLIPSBURG, MT	CESSNA	A-185F	NONE	260

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1051	43411	052788	ALBUQUERQUE, NM	TAYLORCRAFT	BC12-D	SERIOUS	292
1052	354C	051388	MOSCA, CO	STINSON	108-2	FATAL	156
1053	1759P	090988	ILIAMNA, AK	PIPER	PA-18	NONE	26
1054	98109	100288	EUREKA LODGE, AK	PIPER	J3C-65	NONE	44
1055	397EH	092988	DEADHORSE, AK	BELL	212	NONE	38
1056	4634Z	093088	HOMER, AK	CESSNA	206	SERIOUS	40
1057	9373X	041388	CLARKSVILLE, AR	CESSNA	182E	NONE	68
1058	1021P	070288	FRIENDLY, MD	PIPER	PA-23	NONE	238
1059	44	110288	OAK GROVE, PA	ROCKWELL	1121A	FATAL	326
1060	1090Z	100388	FONTANA, CA	HUGHES	269C	NONE	140
1061	20680	100288	AUBERRY, CA	CESSNA	172M	SERIOUS	138
1062	46972	082988	GOODYEAR, AZ	CESSNA	152	MINOR	100
1063	8455E	050788	CORTEZ, CO	BELL	47G-3B1	FATAL	154
1064	2542K	081988	DILLINGHAM, AK	LUSCOMBE	8E	NONE	16
1065	4838C	082788	JOSEPH VILLAGE, AK	CESSNA	185F	NONE	20
1066	2930M	112588	FAIRBANKS, AK	PIPER	PA-12	NONE	54
1067	420SB	111188	MESHIK LAKE, AK	CESSNA	180	NONE	50
1068	1435Z	052088	ANCHORAGE, AK	DE HAVILLAND	DHC-2	FATAL	4
1069	1556P	070488	MCGRATH, AK	PIPER	PA-18A	FATAL	8
1070	129KS	110688	VACAVILLE, CA	SCHLEICHER	ASK-21	NONE	152
1071	90848	102988	MARANA, CA	BLANIK	L-13	FATAL	150
1072	2340Z	102888	SAN CARLOS, CA	BEECH	23	NONE	148
1073	704GJ	081188	GILA BEND, AZ	CESSNA	150M	NONE	98
1074	5411Q	052288	HESPERIA, CA	CESSNA	150	NONE	116
1075	8681S	100288	PAYSON, AZ	CESSNA	150F	NONE	102

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1076	9601L	051488	SAN CARLOS, CA	GRUMMAN	AMER AA-1B	NONE	114
1077	5458P	090688	BURLINGTON, IA	CESSNA	152	NONE	196
1078	97076	082888	ST. LOUIS, MO	CESSNA	182Q	NONE	252
1079	6661Q	082288	ELAINE, AR	GRUMMAN	G-164A	NONE	86
1080	6567	082088	GILLETT, AR	GRUMMAN	G-164A	NONE	84
1081	5329	081988	HEBRON, NE	GRUMMAN	G-164A	NONE	282
1082	53571	080688	IMPERIAL, CA	CESSNA	172P	NONE	136
1083	1183R	073188	SUN CITY, CA	RAVEN	RX-6	SERIOUS	134
1084	45TC	112588	HAMILTON, OH	NORTH AMERIC	T-6G	NONE	308
1085	993NA	111388	LUMBERTON, NC	CESSNA	172	SERIOUS	274
1086	555DU	102988	HAZEL GREEN, AL	CESSNA	152	NONE	66
1087	883	060688	COALING, AL	SIKORSKY	S-55C	MINOR	62
1088	71949	090588	SALIDA, CO	GLASFLUGEL	H-301	FATAL	170
1089	9728J	060488	ROCK SPRINGS, WY	PIPER	PA-28-180	FATAL	392
1090	234K	092388	EUGENE, OR	PIPER	PA-31T-620	NONE	318
1091	6917Q	091488	DAVENPORT, IA	BEECH	A23	NONE	198
1092	11582	092188	HADLOCK, WA	CESSNA	150L	FATAL	366
1093	68142	091188	COTTAGE GROVE, OR	CESSNA	152	NONE	314
1094	734BK	100888	WEST MEMPHIS, AR	CESSNA	172	NONE	92
1095	44022	101588	TEHACHAPI, CA	TAYLORCRAFT	BC12-D	NONE	144
1096	68119	101688	VACAVILLE, CA	HOWARD	GFA-15P	NONE	146
1097	5508H	100588	ALPINE, CA	BELLANCA	8KCAB	MINOR	142
1098	70168	073088	LISCOMB BAY, AK	CESSNA	185	FATAL	14
1099	6634R	021588	ROANOKE, VA	BEECH	C-23	NONE	354
1100	8250G	051888	MESSIC, NC	CESSNA	188	NONE	268

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1101	7203	052888	ABBEVILLE, LA	GRUMMAN	G-164A	NONE	234
1102	291NC	040888	SODA SPRINGS, ID	AERO COMMAND	68OFL	FATAL	200
1103	14XZ	071688	WELLINGTON, NV	APPLEBAY	ZUNI 2	FATAL	306
1104	7981J	021888	ROSEBURG, OR	BELL	206A	SERIOUS	310
1105	8414A	073088	PLACERVILLE, CA	PIPER	PA-28-161	NONE	132
1106	2705B	041188	BULLHEAD CITY, AZ	AERO COMMAND	560	MINOR	94
1107	8225F	111588	HARKERS ISLAND, NC	CESSNA	152F	SERIOUS	276
1108	6676K	052888	BASTROP, LA	GRUMMAN	G-164B	NONE	236
1109	2498D	040188	APPLE VALLEY, CA	PIPER	PA-38-112	NONE	106
1110	5041B	022588	PACOIMA, CA	BEECH	F35	NONE	104
1111	68342	072588	BAKERSFIELD, CA	CESSNA	152	NONE	130
1112	6469M	071988	DIXON, CA	CESSNA	152	NONE	126
1112	6239H	071988	DIXON, CA	CESSNA	152	NONE	128
1113	98178	060188	N FORT MYERS, FL	PIPER	J3C	FATAL	172
1114	44018	052588	RALEIGH, NC	PIPER	PA-28R-200	FATAL	270
1114	737GU	052588	RALEIGH, NC	CESSNA	172	FATAL	272
1115	7769N	100788	SAVANNAH, GA	PIPER	PA-28-180	NONE	190
1116	420SB	100188	WASILLA, AK	CESSNA	180	NONE	42
1117	321SB	102288	WHITWELL, TN	SCHEMPP-HIRT	DISCUS-B	NONE	336
1118	5350A	012488	STERLING, VA	CESSNA	T210N	NONE	352
1119	71646	060388	GRANTSVILLE, UT	LUSCOMBE	8E	FATAL	340
1120	3638N	040188	JASPER, GA	MOONEY	M20G	FATAL	184
1122	3822Y	110188	NASHVILLE, TN	CESSNA	210D	FATAL	338
1123	1109P	061988	HORN LAKE, MS	HUGHES	369D	NONE	258
1124	7392A	062988	GREENVILLE, SC	CESSNA	172	NONE	330

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1125	42JK	072588	MITCHELL, SD	KRALL	DRAGONFLY	NONE	332
1126	3138B	121888	NORTH POLE, AK	CESSNA	170B	NONE	60
1127	7776F	061488	NEWNAN, GA	CESSNA	150F	NONE	188
1128	401SU	072588	LAKE MINCHUMINA, AK	CESSNA	U206F	FATAL	10
1129	6223A	071888	AJO, AZ	CESSNA	182	NONE	96
1130	9654M	051488	MIDDLESBORO, KY	MOONEY	M20F	FATAL	232
1131	65DF	070488	LAKE WALES, FL	FRANKLIN	DRIFTER XP	FATAL	182
1132	90360	062088	CATANO, PR	TED SMITH	AEROSTAR 6	FATAL	328
1133	33KA	061888	ORLANDO, FL	KENNEDY	SKYCYCLE 2	FATAL	176
1134	29318	062788	CAPITAN, NM	PIPER	PA-28RT-20	FATAL	300
1135	5402Y	051788	ALBUQUERQUE, NM	CESSNA	T210N	FATAL	288
1136	7258D	101488	EDGEWOOD, NM	PIPER	PA-22-150	NONE	304
1137	2450J	081788	MEDICINE BOW, WY	CESSNA	A185F	NONE	400
1138	5028U	082988	SAINT GEORGE, UT	CESSNA	206	NONE	350
1139	8568A	020788	WHEELER, IN	BEECH	A35	NONE	210
1140	51012	071188	PLATTEVILLE, WI	HUNTLEY	CHALLENGER	NONE	378
1141	312HD	052088	VALPARAISO, IN	DAVIS	HEATH MODE	NONE	214
1142	79TG	080188	WISC RAPIDS, WI	MONNETT	SONERAI II	NONE	382
1143	2486G	072188	BURLINGTON, WI	CESSNA	182B	NONE	380
1144	9EA	080988	FOND DU LAC, WI	EAA	ACRO II	MINOR	384
1145	5266J	072588	GILLETTE, WY	CESSNA	172M	NONE	396
1146	195RC	080388	WATKINS, CO	CESSNA	195B	SERIOUS	164
1147	704UN	080388	ALBUQUERQUE, NM	CESSNA	150	NONE	302
1148	3290B	072888	FORSYTH, MT	PIPER	PA-18	MINOR	262
1149	49727	081088	STURGIS, SD	BELL	206B	NONE	334

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1150	95855	080688	CLINTON, MT	TAYLORCRAFT	BC12-D	MINOR	264
1151	2341Z	081388	PUEBLO, CO	BEECH	23	MINOR	168
1152	1509C	080788	CASCADE, MT	CESSNA	180	NONE	266
1153	8266A	082888	ANCHORAGE, AK	CESSNA	170B	NONE	22
1154	95165	082488	RAINY PASS, AK	TAYLORCRAFT	BC12-D	NONE	18
1155	4813E	062688	CIMARRON, NM	DOUGLAS	A-26C	FATAL	298
1156	70076	121288	NAPASKIAK, AK	CESSNA	207	NONE	58
1157	525EH	120488	HOMER, AK	DEHAVILLAND	DHC-6	NONE	56
1158	4759E	111488	KASITSNA BAY, AK	CESSNA	A185F	NONE	52
1159	56304	091688	PORCUPINE BUTTE, AK	MAULE	M-5-235C	NONE	34
1160	73DA	091688	MCCLAREN RIVER, AK	CESSNA	185	NONE	32
1161	170LA	091588	HOPE, AK	CESSNA	170B	NONE	30
1162	3539E	091188	FAIRBANKS, AK	CESSNA	180B	NONE	28
1163	9658X	062488	TAMPA, FL	CESSNA	182R	NONE	178
1164	3ME	081688	N BONNEVILLE, WA	CESSNA	210E	FATAL	360
1165	23204	082988	CALDWELL, ID	CESSNA	150H	FATAL	202
1166	8765P	091988	BEND, OR	PIPER	PA-24-260	SERIOUS	316
1167	1047Y	092588	TOLEDO, WA	BELLANCA	7ECA	MINOR	368
1168	5085E	090388	DIXIE, ID	CESSNA	180B	SERIOUS	204
1169	151LC	080488	NORTH BEND, OR	BELL	UH-1E	MINOR	312
1170	3691J	102388	POST FALLS, ID	CESSNA	150G	NONE	208
1171	6651N	100988	SKYKOMISH, WA	TAYLORCRAFT	15A	MINOR	374
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1176	9550W	093088	TROUTDALE, OR	PIPER	PA-28	SERIOUS	320
1177	182AD	080888	CASPER, WY	CESSNA	182P	NONE	398
1178	8827K	061088	DENVER, CO	CESSNA	404	SERIOUS	160
1179	96344	081288	ST CHARLES, MO	CESSNA	152	NONE	250
1180	8605S	050888	MANSFIELD, MO	CESSNA	150F	FATAL	242
1181	15986	062588	MADEIRA BEACH, FL	PIPER	PA-28-180	FATAL	180
1182	4288L	071388	SARCOXIE, MO	CESSNA	172G	FATAL	246
1183	66ORB	051788	LITTLE ROCK, AR	AERO COMMAND	690A	FATAL	72
1184	560JB	061788	MIAMI LAKES, FL	PIPER	PA-31-P	FATAL	174
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1186	60977	102488	LIBERTY, MO	CESSNA	150	NONE	256
1187	8641N	102188	ANDOVER, KS	PIPER	PA-32-300	MINOR	226
1188	4190N	102188	LAWRENCE, KS	CESSNA	140	NONE	228
1189	800Q	102188	CARTHAGE, MO	DAVIS	TRI-Q-200	NONE	254
1190	288T	101688	MARION, NE	PIPER	PA-18	MINOR	286
1191	67572	092888	FRIENDSHIP, AR	BEECH	77	NONE	90
1192	39774	092988	WINFIELD, KS	ELLIS	QUICKIE Q2	NONE	224
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1194	257AM	090188	EMPORIA, KS	SWEARINGEN	SA-226	SERIOUS	222
1195	6848K	070788	BAKER, MO	GRUMMAN	G-164	MINOR	244
1196	3738X	071588	LOWELL, AR	AERO COMMAND	100-180	NONE	80
1197	6782K	050688	WALDENBURG, AR	GRUMMAN	G-164B	NONE	70
1198	62526	032288	EXCELSIOR SPGS, MO	PIPER	PA-23-250	NONE	240
1199	43DR	050888	INDIANAPOLIS, IN	PIPER	PA-38-112	NONE	212

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FILE ORDER LISTING

ISSUE NUMBER 6

CALENDAR YEAR 1988

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1029

4/27/88

TYONEK, AK

A/C Reg. No. N2730T

Time (Lc1) - 1318 ADT

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

Type Operating Certificate-COMMUTER

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - BEECH C55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GALENA, AK
Destination
ANCHORAGE, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-207

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 17600
Make/Model- 32
Instrument- UNK/NR
Multi-Eng - 6300
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO PILOTS WERE OPERATING THE AIRCRAFT UNDER THE AUTHORITY OF A FERRY PERMIT WHICH ALLOWED FLT ONLY DURING DAY VFR CONDITIONS AND WITH A SINGLE PILOT. THEY REQUESTED AND RECEIVED JUST THE WEATHER AT THE DESTINATION AIRPORT, WHICH WAS VMC. EN ROUTE THE FLT ENCOUNTERED IMC OVER A MOUNTAIN RANGE. RADAR RETURNS INDICATED THAT AS THE WEATHER WAS ENCOUNTERED, THE FLIGHT DEVIATED FROM THE ASSIGNED AIRWAY, AND FOLLOWED MOUNTAIN PASSES. ATTEMPTS TO CONTACT THE PILOT SHORTLY AFTER HE LEFT THE ASSIGNED AIRWAY WERE UNSUCCESSFUL. THE AIRCRAFT WAS FOUND AT THE 10,600 ELEVATION OF A 11,413 FOOT MT, 30 MILES SOUTH OF COURSE. WEATHER IN THE AREA WAS IMC WITH MODERATE TO HEAVY ICING REPORTED SHORTLY AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1029

4/27/88

TYONEK, AK

A/C Reg. No. N2730T

Time (Lc1) - 1318 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. WEATHER CONDITION - CLOUDS
3. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
4. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. 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) 3,5

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

Brief of Accident

File No. - 1068 5/20/88 ANCHORAGE, AK A/C Reg. No. N1435Z Time (Lc1) - 2121 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
ON GROUND

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

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

Make/Model - DE HAVILLAND DHC-2
Landing Gear - FLOAT
Max Gross Wt - 5100
No. of Seats - 8

Eng Make/Model - P&W R-985-39
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/006 KTS
Visibility - 90.0 SM
Lowest Sky/Clouds - 20000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LAKE HOOD SEAPLANE
Runway Ident - UNK/NR
Runway Lth/Wid - 4540/ 188
Runway Surface - WATER
Runway Status - WATER-CALM

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3000	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE HAD UNDERGONE EXTENSIVE MAINTENANCE WHICH INCLUDED WORK ON THE CONTROL COLUMN. THE UPPER HALF OF THE CONTROL COLUMN WAS REPLACED WITH A THROW-OVER YOKE AND THE AILERON SYSTEM WAS RERIGGED. THE PILOT-IN-COMMAND PICKED UP THE AIRPLANE AFTER IT WAS TIED DOWN OUTSIDE FOR THREE MONTHS. ACCORDING TO A WITNESS, THE AIRPLANE LIFTED OFF THE WATER AND STARTED A LEFT BANK WHICH INCREASED UNTIL THE AIRPLANE STRUCK THE GROUND. POST ACCIDENT EXAMINATION REVEALED THE CONTROL CABLES AT THE BASE OF THE CONTROL COLUMN OPERATED IN REVERSE OF THE DESCRIPTION IN THE MAINTENANCE MANUAL. COMPLETE CONTROL CONTINUITY COULD NOT BE CONCLUDED BECAUSE OF THE EXTENSIVE POST IMPACT FIRE WHICH DESTROYED THE OVERHEAD BELLCRANK, PULLEY, AND INTERCONNECT SYSTEM.

Brief of Accident (Continued)

File No. - 1068

5/20/88

ANCHORAGE, AK

A/C Reg. No. N1435Z

Time (Lcl) - 2121 ADT

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

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - INCORRECT
 2. MAINTENANCE,MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

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

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

Brief of Accident

File No. - 1185 6/10/88 CHUGIAK, AK A/C Reg. No. N48108 Time (Lcl) - 1356 ADT

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

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

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

Make/Model - DE HAVILLAND DHC-2	Eng Make/Model - P&W R-985-39	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 8	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	BIRCHWOOD, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	BIRCHWOOD
Wind Dir/Speed- 290/001 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 7500
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-IN-COMMAND, A CERTIFIED MECHANIC, PERFORMED HIS OWN MAINTENANCE ON THE ACFT. THIS MAINTENANCE REQUIRED THE REMOVAL, REINSTALLATION & RIGGING OF THE AILERONS. AS THE PLT WAS TAKING OFF ON THE 1ST FLT AFTER MAINTENANCE, THE ACFT ENTERED A ROLL AFTER LIFT-OFF & CRASHED. AN INVESTIGATION REVEALED THE CONTROLS TO THE LEFT AILERON WERE CONNECTED IN REVERSE.

Brief of Accident (Continued)

File No. - 1185

6/10/88

CHUGIAK, AK

A/C Reg. No. N48108

Time (Lcl) - 1356 ADT

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

Finding(s)

1. FLIGHT CONTROL,AILERON - IMPROPER
 2. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY/OPERATOR MGMT
 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
-

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

----Probable Cause----

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

Brief of Accident

File No. - 1069 7/04/88 MCGRATH,AK A/C Reg. No. N1556P Time (Lcl) - 1400 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-18A
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 - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MC GRATH,AK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - PA-18A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	125	Last 24 Hrs -	10
Make/Model-	125	Last 30 Days-	20	
Instrument-	20	Last 90 Days-	60	

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE CRASHED APPROXIMATELY 94 MILES EAST OF THE CITY OF MCGRATH, ALASKA. THE PILOT AND PASSENGER WERE FATALLY INJURED AND THE PIPER PA-18 AIRPLANE WAS SUBSTANTIALLY DAMAGED. THE AIRPLANE IMPACTED GROUND IN A NEAR VERTICAL ATTITUDE NEAR THE END OF A BOX CANYON. THERE WERE NO KNOWN WITNESSES TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1069

7/04/88

MCGRATH, AK

A/C Reg. No. N1556P

Time (Lcl) - 1400 ADT

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

Finding(s)

1. TERRAIN CONDITION - BOX CANYON
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - PILOT IN COMMAND
-

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

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

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

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

Brief of Accident

File No. - 1128 7/25/88 LAKE MINCHUMINA, AK A/C Reg. No. N401SU Time (Lcl) - 1300 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXIFire Crew
NONE Pass

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

Make/Model - CESSNA U206F
Landing Gear - FLOAT
Max Gross Wt - 3600
No. of Seats - 6Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HPELT 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- 180/020 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCALAirport 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 SEAAge - 39
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-U206Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3178	Last 24 Hrs	- 3
Make/Model	- 800	Last 30 Days	- 50
Instrument	- 50	Last 90 Days	- 100
Multi-Eng	- 25	Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HE WAS TAXIING THE FLOATPLANE FROM A WINDY/WAVY LOCATION TO A SMALL PROTECTED COVE FOR A FINAL PREFLT. WHILE TAXIING, THE TOP CAP OF THE LEFT FLOAT WAS OPEN & THE FLOAT BEGAN FILLING WITH WATER. SUBSEQUENTLY, THE FLOAT-PLANE ROLLED OVER & SANK.

Brief of Accident (Continued)

File No. - 1128

7/25/88

LAKE MINCHUMINA, AK

A/C Reg. No. N401SU

Time (Lcl) - 1300 ADT

Occurrence #1 NOSE OVER

Phase of Operation TAXI

Finding(s)

1. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. TERRAIN CONDITION - WATER, ROUGH
4. LANDING GEAR, FLOAT ASSEMBLY - OPEN

----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. - 1006 7/27/88 ANCHORAGE, AK A/C Reg. No. N482SA Time (Lcl) - 1817 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	PENINSULA AIRWAYS	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Pass	0	0	0	6
Accident Occurred During	-CLIMB						

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

Make/Model	FAIRCHILD SA227-AT	Eng Make/Model	GARRETT TPE-331-1146	ELT Installed/Activated	YES/NO
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	2	Stall Warning System	YES
Max Gross Wt	14500	Engine Type	TURBOPROP		
No. of Seats	20	Rated Power	1000 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	DILLINGHAM, AK	ANCHORAGE INT'L
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 14
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	Type Apch/Lndg	- 10496/ 150
Obstructions to Vision	- TRAFFIC PATTERN	Runway Surface
Precipitation		- ASPHALT
Condition of Light		Runway Status
		- DRY

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

Pilot-In-Command	Age - 39	Medical Certificate	VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 14800	Last 24 Hrs - 6
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model - 2650	Last 30 Days - 145
	Aircraft Type - SA-227	Instrument - 2841	Last 90 Days - 293
		Multi-Eng - 13325	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAXI TO THE RUNWAY, THE FLIGHT CREW NOTED A VIBRATION IN THE AIRPLANE AND STOPPED TO CHECK THE TIRES, THINKING THAT THEY WERE UNDERINFLATED. NO OBVIOUS PROBLEM WAS SEEN, AND THEY ELECTED TO TAKEOFF. SHORTLY AFTER TAKEOFF, A FIRE ERUPTED IN THE LEFT MAIN GEAR WHEELWELL. THE PILOT RETURNED TO THE AIRPORT AND LANDED SAFELY. HOWEVER, THE AIRPLANE SUSTAINED EXTENSIVE DAMAGE TO THE LEFT WING AND AILERON CONTROL SYSTEM. EXAMINATION OF THE BRAKES REVEALED A COCKED THERMAL INSULATOR IN THE PISTON BORE. THERE WAS EVIDENCE THAT THE BRAKES WERE WORN, HAD BEEN DRAGING, THEN OVERHEATED; AND THAT THE TIRES HAD EXPLODED PRIOR TO THE FIRE. THE FIRE DAMAGE INDICATED THAT THE FIRE HAD STARTED NEAR THE BRAKES. AN ALUMINUM FITTING WAS USED AS PART OF THE HYDRAULIC BRAKE SYSTEM ON THE STEEL BRAKE HOUSING. THE EXAM INDICATED THAT THE FITTING HAD BEEN INSTALLED BUT COULD NOT BE FOUND AFTER THE FIRE. THE CREW SAID THAT THEY DELAYED LOWERING THE GEAR, IN CONTRADICTION TO THE CHECKLIST REQUIREMENT WHEN THE WHEELWELL AND WING OVERHEAT LIGHT IS ON.

Brief of Accident (Continued)

File No. - 1006

7/27/88

ANCHORAGE, AK

A/C Reg. No. N482SA

Time (Lcl) - 1817 ADT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - BINDING (MECHANICAL)
2. ACFT/EQUIP, INADEQUATE AIRCRAFT COMPONENT - MANUFACTURER
3. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 FIRE
Phase of Operation CLIMB

Finding(s)

4. LANDING GEAR, NORMAL BRAKE SYSTEM - OVERTEMPERATURE
5. HYDRAULIC SYSTEM, FITTING - MELTED
6. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

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

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

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

Brief of Accident

File No. - 1098 7/30/88 LISCOMB BAY, AK A/C Reg. No. N70168 Time (Lcl) - 1545 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier - TEMSCO AIRLINES	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 135	NONE	Pass 2	0	0	0
Accident Occurred During - DESCENT					

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520-D24	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3320	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	KETCHIKAN, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SECURITY COVE, AK	Runway Ident - N/A
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Lth/wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 800 FT BROKEN	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3227
SE LAND, ME LAND, SE SEA	Months Since - 5	Make/Model- UNK/NR
	Aircraft Type - DHC-2	Instrument- 23
		Multi-Eng - 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN A NARROW, TREE-LINED AREA JUST ABOVE A SMALL COVE, THE PILOT LOST CONTROL OF THE AIRCRAFT WHILE MANEUVERING, IN PREPARATION FOR A LANDING ON A LAKE. THE AIRCRAFT STRUCK TREES IN-FLIGHT WHILE IN AN UNUSUAL ATTITUDE AND THEN STRUCK THE WATER. POOR VISIBILITY DUE TO HEAVY RAIN EXISTED AT THE TIME OF THE ACCIDENT. THE PILOT WAS LIMITED TO VFR AIR TAXI FLIGHTS ONLY. HE HAS NO HISTORY OF RECENT INSTRUMENT FLIGHT TIME OR EXPERIENCE. EXAM OF THE AIRCRAFT SYSTEMS AND POWERPLANT DID NOT DISCLOSE ANY MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 1098

7/30/88

LISCOMB BAY, AK

A/C Reg. No. N70168

Time (Lcl) - 1545 ADT

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

Finding(s)

1. TERRAIN CONDITION - RISING
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. WEATHER CONDITION - RAIN
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
5. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

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) 4,5,6

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

Brief of Accident

File No. - 1064 8/19/88 DILLINGHAM, AK A/C Reg. No. N2542K Time (Lcl) - 1634 ADT

-----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

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

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

Make/Model - LUSCOMBE 8E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/010 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEW STUYAHOK, AK
Destination
DILLINGHAM, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DILLINGHAM
Runway Ident - 01
Runway Lth/Wid - 6400/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - NO
Months Since - 26
Aircraft Type - 8E

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 401
Make/Model- 307
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - 33
Last 30 Days- 11
Last 90 Days- 33
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND WAS BEGINNING HIS DESCENT FOR LANDING AT DILLINGHAM, ALASKA AND DID NOT APPLY CARBURETOR HEAT UNTIL HIS ENGINE BEGAN TO SPUTTER. THE ENGINE STOPPED PRODUCING POWER AND THE PILOT WAS UNABLE TO RESTART THE ENGINE. HE LANDED ON THE TUNDRA AND THE AIRPLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 1064

8/19/88

DILLINGHAM, AK

A/C Reg. No. N2542K

Time (Lcl) - 1634 ADT

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - TUNDRA

----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. - 1154 8/24/88 RAINY PASS,AK A/C Reg. No. N95165 Time (Lcl) - 1700 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

Make/Model - TAYLORCRAFT BC12-D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 30.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point -
CHUGIAK,AK
Destination -
HARTMAN RIVER,AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 146 Last 24 Hrs - UNK/NR
Make/Model- 137 Last 30 Days- UNK/NR
Instrument- 2 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO FLY THRU RAINY PASS, AK, BUT SAID HE FLEW UP THE WRONG VALLEY. AS HE CONTD, THE ACFT GOT INTO A SITUATION WHERE THE PLT WAS UNABLE TO TURN AROUND OR OUTCLIMB RISING TERRAIN. SUBSEQUENTLY, THE ACFT CRASH LANDED ON THE MOUNTAIN SIDE AT AN ELEVATION OF ABOUT 4200'.

Brief of Accident (Continued)

File No. - 1154

8/24/88

RAINY PASS, AK

A/C Reg. No. N95165

Time (Lc1) - 1700 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - BOX CANYON
4. TERRAIN CONDITION - RISING
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. ALTITUDE - INADEQUATE - PILOT IN COMMAND
7. PROPER CLIMB RATE - NOT POSSIBLE -

----Probable Cause----

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

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

Brief of Accident

File No. - 1065 8/27/88 JOSEPH VILLAGE, AK A/C Reg. No. N4838C Time (Lcl) - 1755 ADT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-40 MILE AIR	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	0	Serious	0	Injuries Minor
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	None
Accident Occurred During	-LANDING							1
								3

-----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	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	TOK, AK			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	JOSEPH VILLAGE, AK		JOSEPH VILLAGE	
Wind Dir/Speed	- 180/005 KTS			Runway Ident	- UNK/NR
Visibility	- 100.0 SM	ATC/Airspace		Runway Lth/Wid	- 1400 -UNK/NR
Lowest Sky/Clouds	- N/A	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- GRAVEL
Lowest Ceiling	- 10000 FT OVERCAST	Type of Clearance	- NONE	Runway Status	- ROUGH
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
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 - 3000	Last 24 Hrs - 7
SE LAND, ME LAND, SE SEA	Months Since - 4	Make/Model - 300	Last 30 Days - 70
GLIDER	Aircraft Type - PA-18	Instrument - 90	Last 90 Days - 250
		Multi-Eng - 10	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-IN-COMMAND STATED THE AIRPLANE STRUCK A DEPRESSION IN THE RUNWAY UPON LANDING AT JOSEPH, ALASKA. EXAMINATION OF THE LEFT MAIN GEAR SHOWED THAT A BRACKET, PART NUMBER 0713495-61 FAILED DUE TO OVERLOAD, AND ALLOWED THE LANDING GEAR TO SEPARATE FROM THE AIRPLANE.

Brief of Accident (Continued)

File No. - 1065

8/27/88

JOSEPH VILLAGE, AK

A/C Reg. No. N4838C

Time (Lcl) - 1755 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
4. LANDING GEAR, MAIN GEAR ATTACHMENT - SEPARATION

----Probable Cause----

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

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

Brief of Accident

File No. - 1153 8/28/88 ANCHORAGE, AK A/C Reg. No. N8266A Time (Lcl) - 2039 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 170B	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data MERRILL
Completeness - N/A		Runway Ident - 24
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3999/ 100
Wind Dir/Speed- 260/003 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 6000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - 10000 FT BROKEN	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 70
SE LAND	Months Since - 0	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 16
		Last 30 Days- 14
		Instrument- 2
		Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING TOUCH-&-GO LANDINGS. ON THE FIRST LANDING, THE ACFT BOUNCED & A SUCCESSFUL GO-AROUND WAS MADE. DURING THE SECOND LANDING, THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT & IT WENT OFF THE LEFT SIDE OF THE RWY & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1153

8/28/88

ANCHORAGE, AK

A/C Reg. No. N8266A

Time (Lc1) - 2039 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----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. - 1026 9/04/88 PETERSBURG, AK A/C Reg. No. N3841S Time (Lcl) - 1650 ADT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	WRANGELL, AK	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 150
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- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS BRIEFED FOR MARGINAL VFR CONDITIONS. WITNESSES ON DEPARTURE NOTED FOG BANK OFFSHORE FROM AIRPORT. WITNESSES NEAR ACCIDENT SITE, 10 MI FROM DEPARTURE POINT, HEARD ACFT AND SOUNDS OF IMPACT. THEY REPORTED FOG ON THE WATER AND GLASSY WATER CONDITIONS.

Brief of Accident (Continued)

File No. - 1026

9/04/88

PETERSBURG, AK

A/C Reg. No. N3841S

Time (Lc1) - 1650 ADT

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

Finding(s)

1. WEATHER CONDITION - FOG

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

Finding(s)

2. TERRAIN CONDITION - WATER, GLASSY
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1053 9/09/88 ILIAMNA,AK A/C Reg. No. N1759P Time (Lcl) - 1345 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	1

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

Fire
NONE

-----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-B
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- 090/025 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1000
Make/Model- 250
Instrument- 40
Last 24 Hrs - 2
Last 30 Days- 21
Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PILOT ATTEMPTED TO TAKEOFF FROM A ROUGH AND SOFT OFF-AIRPORT SITE IN RURAL ALASKA. DURING THE TAKEOFF ROLL, THE AIRPLANE'S MAIN LANDING GEAR ENCOUNTERED AN EXCEPTIONALLY SOFT SPOT, CAUSING THE AIRPLANE TO NOSE OVER. THE PILOT STATED THAT THE ACCIDENT COULD HAVE BEEN AVOIDED IF HE HAD SELECTED HIS LANDING SITE MORE CAREFULLY, AND HAD STAYED AWAY FROM SUCH SOFT TERRAIN.

Brief of Accident (Continued)

File No. - 1053

9/09/88

ILIAMNA, AK

A/C Reg. No. N1759P

Time (Lcl) - 1345 ADT

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

Finding(s)

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1162 9/11/88 FAIRBANKS, AK A/C Reg. No. N3539E Time (Lcl) - 1400 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 180B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2000
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/010 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
NORTH POLE, AK

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

GOLDKING MINING
Runway Ident - UNK/NR
Runway Lth/Wid - 1500/ 50
Runway Surface - GRAVEL
Runway Status - SOFT

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2500
Make/Model- 80
Instrument- UNK/NR
Multi-Eng - 0
Last 24 Hrs - 1
Last 30 Days- 15
Last 90 Days- 35
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DRG AN ABORTED TAKEOFF. THE ACFT OVERRAN THE DEPARTURE END OF THE RWY & THE LEFT MAIN GEAR FAILED. HE SAID HE MISJUDGED THE PERFORMANCE OF THE ACFT, & WHEN HE ABORTED, THERE WAS INSUFFICIENT RWY REMAINING TO STOP. ALSO, HE BELIEVED THE HI DENSITY ALT, SOFT RWY, GUSTY WINDS & UPWARD SLOPING RWY CONTRIBUTED TO THE ACDNT. THE ARPT ELEV WAS 2100 FT; THE TEMP WAS ABOUT 65 DEG. THE PLT RPRTD THE WIND WAS FROM 080 DEG AT 10 GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 1162

9/11/88

FAIRBANKS, AK

A/C Reg. No. N3539E

Time (Lc1) - 1400 ADT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. WEATHER CONDITION - GUSTS
6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
7. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - ABORTED

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

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

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

Brief of Accident

File No. - 1161 9/15/88 HOPE, AK A/C Reg. No. N17OLA Time (Lcl) - 1840 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

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

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

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

Eng Make/Model - CONTINENTAL C-145

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 145 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/025 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

KENAI, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

HOPE

Runway Ident - 16
Runway Lth/Wid - 2000/ 50
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE, COMMERCIAL

SE LAND, ME LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - C-170

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1745

Make/Model- 43

Instrument- 65

Multi-Eng - 6

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ARPT WAS LOCATED IN AN AREA BETWEEN 2 MTNS. IT HAD TWO WINDSOCKS; ONE WAS AT RWY LEVEL; THE OTHER WAS ABOVE THE TREETOP LEVEL. THE PLT RPRTD THAT THE LOWER WINDSOCK SHOWED THE WIND WAS FAVORING RWY 16, BUT WAS SHIFTING ABOUT 45 DEG TO EITHER SIDE OF THE RWY HEADING; THE OTHER WINDSOCK WAS INDICATING A LEFT CROSSWIND. AS THE ACFT WAS ABOUT TO TAKEOFF, A GUST OF WIND WAS ENCTR'D & THE RIGHT WING RAISED. SUBSEQUENTLY, THE ACFT VEERED LEFT & THE LEFT WING STRUCK A TREE.

Brief of Accident (Continued)

File No. - 1161

9/15/88

HOPE, AK

A/C Reg. No. N170LA

Time (Lcl) - 1840 ADT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1160 9/16/88 MCCLAREN RIVER, AK A/C Reg. No. N73DA Time (Lcl) - 1000 ADT

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

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

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

Make/Model	- CESSNA 185	Eng Make/Model	- CONTINENTAL IO-470-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 260 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	EUREKA, AK	BUSH STRIP
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 2000/ 40
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- GRAVEL
Condition of Light	- DAYLIGHT	Runway Status
		- DRY

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 3620
SE LAND, ME LAND, SE SEA	Months Since	- 6	Make/Model - 850
	Aircraft Type	- C-182RG	Instrument - UNK/NR
			Multi-Eng - 920
			Last 24 Hrs - 0
			Last 30 Days - 30
			Last 90 Days - 50
			Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, THE LANDING GEAR STRUCK EITHER A DEPRESSION OR AN OBJECT ON THE RIVERBED/RUNWAY DURING TAKEOFF ROLL AND VEERED LEFT. HE CORRECTED THE DEVIATION AND CONTINUED TAKING OFF. HOWEVER, WHEN THE AIRPLANE REACHED THE END OF THE AIRSTRIP, HE "PULLED FLAPS AND LIFTED THE AIRPLANE OFF THE GROUND." AFTER PASSING THE END OF THE AIRSTRIP, THE AIRPLANE SETTLED ONTO ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 1160

9/16/88

MCCLAREN RIVER, AK

A/C Reg. No. N73DA

Time (Lc1) - 1000 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 5. STALL/MUSH - INADEQUATE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1159 9/16/88 PORCUPINE BUTTE, AK A/C Reg. No. N56304 Time (Lcl) - 1600 ADT

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

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

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

Make/Model - MAULE M-5-235C	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point PALMER, AK	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- VARIABLE/006 KTS	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Visibility - 6.0 SM	Type of Clearance - VFR	Runway Status - UNK/NR
Lowest Sky/Clouds - PART OBS	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - RAIN		
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 - UNK/NR	Total - 140
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Last 30 Days- 22
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE LANDED HARDER THAN HE INTENDED FROM ABOUT 3 TO 5 FT ABOVE THE GROUND. THE RIGHT MAIN GEAR COLLAPSED & THE ACFT VEERED TO THE RIGHT. SUBSEQUENTLY, THE LEFT MAIN GEAR COLLAPSED & THE ACFT CAME TO REST OFF THE AIRSTRIP.

Brief of Accident (Continued)

File No. - 1159

9/16/88

PORCUPINE BUTTE, AK

A/C Reg. No. N56304

Time (Lc1) - 1600 ADT

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1005 9/22/88 NEW KOLIGANEK, AK A/C Reg. No. N1763U Time (Lcl) - 1220 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage		Injuries			
Name of Carrier	-MANOKOTAK AIRWAYS	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	0
Accident Occurred During	-LANDING						

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	DILLINGHAM, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	NEW KOLIGANEK, AK		NEW KOLIGANEK	
Wind Dir/Speed	- 260/005 KTS			Runway Ident	- 30
Visibility	- 50.0 SM	ATC/Airspace		Runway Lth/Wid	- 900/ 70
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- ROUGH
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3425	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 5	Make/Model - 145	Last 30 Days - UNK/NR
	Aircraft Type - C-206	Instrument - 64	Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE LANDED LONG ON A ROUGH 900' GRAVEL STRIP. HE WAS UNABLE TO STOP THE AIRPLANE BEFORE IT WENT OFF THE END OF THE RUNWAY AND INTO THE ADJOINING TUNDRA.

Brief of Accident (Continued)

File No. - 1005

9/22/88

NEW KOLIGANEK,AK

A/C Reg. No. N1763U

Time (Lc1) - 1220 ADT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1055 9/29/88 DEADHORSE, AK A/C Reg. No. N397EH Time (Lcl) - 0925 ADT

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

Type Operating Certificate-COMMUTER

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BELL 212
Landing Gear - SKID
Max Gross Wt - 11200
No. of Seats - 10

Eng Make/Model - P&W PT6-3
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 900 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 2.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 500 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DEADHORSE, AK
Destination
ANCHORAGE, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND, SE SEA, ME SEA
HELICOPTER

Age - 50

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - BH-212

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 11340	Last 24 Hrs	- 1
Make/Model-	1191	Last 30 Days-	UNK/NR
Instrument-	319	Last 90 Days-	222
Multi-Eng -	100	Rotorcraft -	10000

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT ENCOUNTERED A WHITEOUT CONDITION AND ELECTED TO LAND ON A FROZEN LAKE APPROXIMATELY 3 MILES SOUTHWEST OF THE AIRPORT. AFTER TOUCHDOWN ON THE ICE, THE HELICOPTER BROKE THE ICE AND ROLLED OVER ON ITS BACK. THE HELICOPTER WAS DESTROYED BY GROUND FIRE.

Brief of Accident (Continued)

File No. - 1055

9/29/88

DEADHORSE, AK

A/C Reg. No. N397EH

Time (Lcl) - 0925 ADT

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

Finding(s)

1. TERRAIN CONDITION - WATER, FROZEN
2. TERRAIN CONDITION - WEAK ICE
3. WEATHER CONDITION - WHITEOUT
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - SELECTED - 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) 4,5

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. - 1056 9/30/88 HOMER, AK A/C Reg. No. N4634Z Time (Lcl) - 0825 ADT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SELDOVIA, AK</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</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">HOMER</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 7400/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND, SE SEA</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 4</p> <p style="padding-left: 20px;">Aircraft Type - C-206</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 33%;">Total - 3652</td> <td style="width: 33%;">Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 1440</td> <td>Last 30 Days- 100</td> </tr> <tr> <td>Instrument- 94</td> <td>Last 90 Days- 315</td> </tr> <tr> <td>Multi-Eng - 52</td> <td></td> </tr> </table>	Total - 3652	Last 24 Hrs - 4	Make/Model- 1440	Last 30 Days- 100	Instrument- 94	Last 90 Days- 315	Multi-Eng - 52	
Total - 3652	Last 24 Hrs - 4									
Make/Model- 1440	Last 30 Days- 100									
Instrument- 94	Last 90 Days- 315									
Multi-Eng - 52										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER LIFTOFF THE AIRPLANE EXPERIENCED A COMPLETE ENGINE FAILURE, THE AIRPLANE CRASHED ON THE MUD FLATS APPROXIMATELY 500 FEET OFF THE DEPARTURE END OF RUNWAY 21. THE CHIEF PILOT STATED THAT THE PILOT DID NOT CHECK THE FUEL SUPPLY PRIOR TO THIS FLIGHT AND THAT THERE HAD BEEN OCCASIONS OF WATER IN THE FUEL.

Brief of Accident (Continued)

File No. - 1056

9/30/88

HOMER, AK

A/C Reg. No. N4634Z

Time (Lc1) - 0825 ADT

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

Finding(s)

1. FUEL SYSTEM, LINE - CONTAMINATION
 2. FUEL SYSTEM, TANK - WATER
 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1116 10/01/88 WASILLA, AK A/C Reg. No. N420SB Time (Lcl) - 2025 ADT

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	LAKE ILIAMNA, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	
Wind Dir/Speed	- 170/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----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 - 2544	Last 24 Hrs - 4
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model - 1100	Last 30 Days - 55
HELICOPTER	Aircraft Type - C-180	Instrument - 263	Last 90 Days - 146
		Multi-Eng - 222	Rotorcraft - 1244

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL TO LAND ON A LAKE AT NIGHT, THE PLT BEGAN A 180 DEG TURN FROM A NE HEADING AT APRX 500' AGL TO A FINAL APCH ON A SW HEADING. AS THE ACFT WAS IN THE TURN, IT BEGAN LOSING ALTITUDE RAPIDLY. THE PLT APPLIED POWER TO STOP THE DESCENT, BUT THE ACFT STRUCK TREES AT THE EDGE OF THE LAKE. THE PLT SAID THE ACFT'S FORWARD MOTION HAD BEEN NEARLY STOPPED BY THE TREES BY THE TIME IT DROPPED & CAME TO REST AT THE EDGE OF THE LAKE.

Brief of Accident (Continued)

File No. - 1116

10/01/88

WASILLA, AK

A/C Reg. No. N420SB

Time (Lc1) - 2025 ADT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 5. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 6. OBJECT - TREE(S)
 7. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

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

Brief of Accident

File No. - 1054 10/02/88 EUREKA LODGE, AK A/C Reg. No. N98109 Time (Lcl) - 1930 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1350
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 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- LIGHT AND VARIABLE
Visibility - 20.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

EUREKA
Runway Ident - 03
Runway Lth/Wid - 1500/ 50
Runway Surface - GRAVEL
Runway Status - SNOW - DRY

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO. WAIVERS/LIMIT
Flight Time (Hours)
Total - 194
Make/Model- 61
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 9
Last 90 Days- 55
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND AT DUSK ON A SNOW COVERED, UNLIGHTED PRIVATE AIRSTRIIP. HE STATED THAT HE WAS ATTEMPTING TO LAND AS CLOSE TO THE LANDING THRESHOLD AS POSSIBLE TO AVOID A LARGE BUMP IN THE MIDDLE OF THE RUNWAY. HE MISJUDGED HIS APPROACH AND LANDED APPROXIMATELY 200 FEET SHORT OF THE RUNWAY IN HEAVY BRUSH.

Brief of Accident (Continued)

File No. - 1054

10/02/88

EUREKA LODGE, AK

A/C Reg. No. N98109

Time (Lc1) - 1930 ADT

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

Finding(s)

1. LIGHT CONDITION - DUSK
 2. TERRAIN CONDITION - SNOW COVERED
 3. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
-

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

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

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

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

Brief of Accident

File No. - 1004 10/15/88 SOLDOTNA, AK A/C Reg. No. N1208C Time (Lcl) - 1620 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SOLDOTNA
Runway Ident - 07
Runway Lth/Wid - 4973/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	188
Last 24 Hrs	1
Last 30 Days	4
Last 90 Days	10

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE. THE AIRPLANE GROUND LOOPED ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 1004

10/15/88

SOLDOTNA, AK

A/C Reg. No. N1208C

Time (Lc1) - 1620 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Occurrence #2 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) 1,2

Brief of Accident

File No. - 1003 10/23/88 IVANOF BAY, AK A/C Reg. No. N8402S Time (Lcl) - 1000 ADT

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

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

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

Make/Model	- PIPER PA-32-301	Eng Make/Model	- LYCOMING IO-540-K1G5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	IVANOFF BAY SEAPLANE BASE	
Wind Dir/Speed	- 315/015 KTS	Runway Ident	- UNK/NR
Visibility	- 30.0 SM	Runway Lth/Wid	- 1200/ 30
Lowest Sky/Clouds	- 5000 FT SCATTERED	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 2400
SE LAND, ME LAND	Months Since - 6	Make/Model	- 1050
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- 550
		Last 24 Hrs	- 5
		Last 30 Days	- 80
		Last 90 Days	- 450
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND ON A 30 FOOT WIDE, 1200 FOOT GRAVEL STRIP IN GUSTY WIND CONDITIONS. HE SAID JUST PRIOR TO TOUCHDOWN, THE AIRPLANE ENCOUNTERED A STRONG GUST OF WIND RESULTING IN A HARD LANDING SHORT OF THE RUNWAY. THE LEFT MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1003

10/23/88

IVANOF BAY, AK

A/C Reg. No. N8402S

Time (Lcl) - 1000 ADT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

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

Brief of Accident

File No. - 1067 11/11/88 MESHUK LAKE, AK A/C Reg. No. N420SB Time (Lcl) - 1600 AST

-----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 -TAKEOFF

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

1

2

-----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

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- 240/010 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MESHUK LAKE, AK

Destination

KING SALMON, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

STRIP

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRAVEL

Runway Status - ROUGH

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 48

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2559

Make/Model- 1115

Instrument- 263

Multi-Eng - 222

Last 24 Hrs - 1

Last 30 Days- 21

Last 90 Days- 161

Rotorcraft - 1244

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO TAKEOFF FROM AN UNIMPROVED LANDING AREA WITH TWO HUNTER-FRIENDS. HE STATED THAT THE AIRCRAFT BOUNCED THREE TIMES, REACHED AN ALTITUDE OF ABOUT FOUR FEET, THEN HIT THE TEN-FOOT HIGH TREES AT THE DEPARTURE END OF THE AREA AND NOSED OVER. HE THOUGHT THE UNSUCCESSFUL TAKEOFF MIGHT HAVE BEEN CAUSED BY THE HEADWIND CHANGING TO A TAILWIND DURING TAKEOFF.

Brief of Accident (Continued)

File No. - 1067

11/11/88

MESHIK LAKE, AK

A/C Reg. No. N420SB

Time (Lcl) - 1600 AST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. ABORT - NOT PERFORMED - PILOT IN COMMAND
 5. OBJECT - TREE(S)
-

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

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

Brief of Accident

File No. - 1158 11/14/88 KASITSNA BAY, AK A/C Reg. No. N4759E Time (Lcl) - 1330 AST

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

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

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

Make/Model	- CESSNA A185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/YES
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	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	HOMER, AK	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	Runway Ident
Wind Dir/Speed	- CALM		- N/A
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- 3000 FT OVERCAST	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- RAIN		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 10000
SE LAND	Months Since - 3	Make/Model	- 300
	Aircraft Type - C-207	Instrument	- 175
		Multi-Eng	- 22
		Last 24 Hrs	- 8
		Last 30 Days	- 93
		Last 90 Days	- 221

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS LANDING ON A BEACH TO DELIVER MAIL. HE RPRTD THAT DURING TOUCHDOWN, THE ACFT SKIPPED ABOUT 50 FT BEFORE SETTLING TO THE GROUND, THEN IT REMAINED IN CONTACT WITH THE GROUND & ROLLED STRAIGHT AHEAD. DURING THE LANDING ROLL, THE ACFT NOSED OVER. THE PLT THOUGHT THE NOSE-OVER MIGHT HAVE BEEN CAUSED BY THE ACFT WHEELS HITTING A SOFT SPOT ON THE BEACH WHILE HE WAS APPLYING BRAKES. THE USABLE LANDING AREA ON THE BEACH WAS RPRTD TO BE ABOUT 900 FT. THE PLT HAD LANDED ON THE BEACH MANY TIMES DURING HIS 8 YEARS OF EMPLOYMENT WITH THE COMPANY.

Brief of Accident (Continued)

File No. - 1158

11/14/88

KASITSNA BAY, AK

A/C Reg. No. N4759E

Time (Lcl) - 1330 AST

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

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

Brief of Accident

File No. - 1066 11/25/88 FAIRBANKS,AK A/C Reg. No. N2930M Time (Lcl) - 1400 AST

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

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FAIRBANKS,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FROZEN LAKE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ICE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 26
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON APPROACH TO A FROZEN LAKE WHEN THE AIRPLANE STRUCK A ROW OF TREES AND CRASHED ON THE LAKE. AT THE TIME OF THE ACCIDENT THE PILOT WAS OPERATING THE AIRPLANE WITH AN EXPIRED FAA MEDICAL CERTIFICATE AND AN EXPIRED ANNUAL INSPECTION. THE PILOT REPORTED THAT ON SHORT FINAL THE AIRPLANE SUNK. HE WAS UNABLE TO CORRECT THE SINK AND THE LEFT WING STRUCK A SMALL TREE. THE AIRPLANE YAWED TO THE LEFT AND IMPACTED THE LAKE IN A LEFT YAW CONDITION.

Brief of Accident (Continued)

File No. - 1066

11/25/88

FAIRBANKS, AK

A/C Reg. No. N2930M

Time (Lcl) - 1400 AST

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

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
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

Brief of Accident

File No. - 1157 12/04/88 HOMER, AK A/C Reg. No. N525EH Time (Lcl) - 0835 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-ERA AVIATION	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-TAXI			0	0	0	2
				0	0	0	1

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

Make/Model	- DEHAVILLAND DHC-6	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11579	Engine Type	- TURBOPROP		
No. of Seats	- 17	Rated Power	- 550 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	ANCHORAGE, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	HOMER
Wind Dir/Speed - 260/015 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7401/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OBSCURED	Type Apch/Lndg - UNK/NR	Runway Status - SNOW - DRY
Obstructions to Vision - BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5800
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - DHC-6	Make/Model - 2700
		Instrument - 255
		Last 30 Days - 85
		Last 90 Days - 260
		Multi-Eng - 2800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING, THE PLT WAS ADVISED TO TAXI TO THE RAMP VIA THE SOUTH TAXIWAY, SINCE THIS WAS THE ONLY TAXIWAY THAT HAD BEEN SNOW PLOWED. ONLY ABOUT A 12 FT WIDTH OF THE 80 FT WIDE TAXIWAY HAD BEEN PLOWED. THE CLEARED PORTION WAS ON THE OUTER EDGE OF THE TAXIWAY, NEXT TO A PERIMETER FENCE. AS THE PLT WAS TAXIING, HIS VISION WAS RESTRICTED BY DARKNESS & BLOWING SNOW. SUBSEQUENTLY, THE RIGHT WING OF THE ACFT STRUCK A FENCE POST WHERE THE PERIMETER FENCE ROSE IN ELEVATION.

Brief of Accident (Continued)

File No. - 1157

12/04/88

HOMER, AK

A/C Reg. No. N525EH

Time (Lc1) - 0835 AST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - SNOW
4. OBJECT - FENCE
5. 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) 5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1156 12/12/88 NAPASKIAK, AK A/C Reg. No. N70076 Time (Lcl) - 1515 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 207
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 7

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

ELT Installed/Activated - YES/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- 180/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point -
SAME AS ACC/INC
Destination -
BETHEL, AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
NAPASKIAK

Runway Ident - 19
Runway Lth/Wid - 2400/ 20
Runway Surface - GRAVEL
Runway Status - SNOW - DRY

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-207

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1543 Last 24 Hrs - 3
Make/Model- 35 Last 30 Days- 43
Instrument- 86 Last 90 Days- 125
Multi-Eng - 686 Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ABORTED TAKEOFF, THE AIRPLANE COLLIDED WITH A BULLDOZER ON THE DEPARTURE END OF THE SNOW COVERED RUNWAY. THE PILOT REPORTED THAT HE ELECTED TO ABORT THE TAKEOFF DUE TO A LOW FUEL FLOW INDICATION. THE DIRECTOR OF OPERATIONS STATED THAT DURING AN EXAMINATION OF THE ENGINE, NO MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1156

12/12/88

NAPASKIAK, AK

A/C Reg. No. N70076

Time (Lcl) - 1515 AST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. TERRAIN CONDITION - SNOWBANK
5. OBJECT - VEHICLE

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

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

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

Brief of Accident

File No. - 1126 12/18/88 NORTH POLE, AK A/C Reg. No. N3138B Time (Lcl) - 1205 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

Eng Make/Model - CONTINENTAL O-300-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- 120/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LAKLORY AIRSTRIIP
Runway Ident - 24
Runway Lth/Wid - 2500/ 60
Runway Surface - GRAVEL
Runway Status - SNOW - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-170B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 102
Make/Model- 13
Instrument- 0
Multi-Eng - 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DRG AN APCH TO LAND, A X-WIND CAUSED THE ACFT TO DRIFT TO THE LEFT. SUBSEQUENTLY, THE LEFT WING STRUCK TREES ALONG THE EDGE OF THE RWY & THE ACFT CRASHED. THE PLT RPRTD THE WIND WAS FROM 120 DEG AT 6 GUSTING 10 KTS.

Brief of Accident (Continued)

File No. - 1126

12/18/88

NORTH POLE, AK

A/C Reg. No. N3138B

Time (Lcl) - 1205 AST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 1087 6/06/88 COALING, AL A/C Reg. No. N883 Time (Lcl) - 1945 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	1	0
Accident Occurred During -APPROACH		0	0	0	0

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

Make/Model - SIKORSKY S-55C	Eng Make/Model - WRIGHT R-1300-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 7200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 800 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	HELICOPTER PAD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE, COMMERCIAL	Current - YES	Total - 14350	Last 24 Hrs - 10
ME LAND	Months Since - 4	Make/Model - 600	Last 30 Days - 50
HELICOPTER	Aircraft Type - C-182	Instrument - UNK/NR	Last 90 Days - 100
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELO WAS APPROACHING A HELIPAD FOR LANDING AFTER THE LAST AERIAL APPLICATION FLIGHT OF THE DAY WHEN THERE WAS A POP AND TAIL ROTOR CONTROL WAS LOST. AFTER SEVERAL ROTATIONS ABOUT THE VERTICAL AXIS, THE PIC LANDED THE HELO HARD, COLLAPSING THE LANDING GEAR. THE PIC/OWNER SAID THE TAIL ROTOR PITCH CHANGE LINK BOLT AND NUT WERE ABSENT. THERE WAS NO OTHER DAMAGE TO THE TAIL ROTOR. THE PIC/OWNER SAID HE HAD CHANGED THE TAIL ROTOR HUB AND THE PITCH CHANGE LINKS DURING THE WINTER, ABOUT 50 FLIGHT HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1087

6/06/88

COALING,AL

A/C Reg. No. N883

Time (Lc1) - 1945 CDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - LOSS, TOTAL
 2. ROTOR SYSTEM, TAIL ROTOR HUB PITCH LINK - LOOSE
 3. MAINTENANCE, MAJOR REPAIR - IMPROPER - COMPANY/OPERATOR MGMT
-

Occurrence #2 HARD 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1031 8/09/88 FADETTE,AL A/C Reg. No. N8573H Time (Lcl) - 1145 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5500
No. of Seats - 1

Eng Make/Model - P & W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

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

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

Weather Data

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

Wind Dir/Speed- 150/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARTFORD,AL
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)

COMMERCIAL
SE LAND
HELICOPTER

Age - 45

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - H-269C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 11000	Last 24 Hrs	- 8
Make/Model-	4000	Last 30 Days-	125
Instrument-	UNK/NR	Last 90 Days-	350
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED A PARTIAL POWER LOSS DURING AN AERIAL APPLICATION FLIGHT. THE AIRCRAFT LANDED IN THE CROPS.
THE PILOT STATED THAT HE FOUND THE NUMBER 3 CYLINDER PARTIALLY SEPARATED FROM THE ENGINE.

Brief of Accident (Continued)

File No. - 1031

8/09/88

FADETTE,AL

A/C Reg. No. N8573H

Time (Lcl) - 1145 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1086 10/29/88 HAZEL GREEN,AL A/C Reg. No. N555DU Time (Lcl) - 1235 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

	Injuries				None
	Fatal	Serious	Minor		
Crew	0	0	0		2
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/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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAZEL GREEN,AL
Destination
HUNTSVILLE,AL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HAZEL GREEN
Runway Ident - 07
Runway Lth/Wid - 2670/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1469
Make/Model- 251
Instrument- 157
Multi-Eng - 7
Last 24 Hrs - 1
Last 30 Days- 17
Last 90 Days- 32
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT INSTRUCTOR AND THE PRE-SOLO STUDENT CRASHED AFTER TAKEOFF ABOUT 1/2 MILE FROM THE HAZEL GREEN AIRPORT. THE ACFT HAD BEEN OPERATED ABOUT ONE HOUR SINCE THE ORIGINAL TAKEOFF FROM HUNTSVILLE, ALABAMA. THE INSTRUCTOR PILOT REPORTED THAT ABOUT 12 GALLONS OF FUEL WAS ON BOARD AT HUNTSVILLE. THE WRECKAGE EXAMINATION REVEALED ONLY A SMALL QUANTITY OF FUEL IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1086

10/29/88

HAZEL GREEN,AL

A/C Reg. No. N555DU

Time (Lc1) - 1235 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND(CFI)
 3. REFUELING - NOT PERFORMED - 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 - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - BERM
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1057 4/13/88 CLARKSVILLE, AR A/C Reg. No. N9373X Time (Lcl) - 2230 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 182E
Landing Gear - TRICYCLE-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/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
TULSA, OK
Destination
CLARKSVILLE, AR

Airport Proximity
ON AIRPORT

Airport Data

CLARKSVILLE
Runway Ident - 27
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 65

Biennial Flight Review

Current - UNK/NR
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1491	Last 24 Hrs -	3
Make/Model-	236	Last 30 Days-	UNK/NR
Instrument-	31	Last 90 Days-	19
Multi-Eng -	20		

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND AT NIGHT ON A RADIO ACTIVATED RUNWAY LIGHTED AIRPORT, PIC WAS UNABLE TO ACTIVATE THE SYSTEM. AFTER SEVERAL ATTEMPTS TO ACTIVATE THE RUNWAY LIGHTS, HE ELECTED TO LAND ON THE UNLIGHTED RUNWAY. HE ALIGNED ABOUT 20 YARDS RIGHT OF CENTERLINE AND LANDED ON THE SOD BORDER. DURING THE ROLL OUT HE STRUCK A DITCH, COLLAPSING THE NOSE GEAR, THEN HITTING THE WING TIP AND PROPELLER. AIRPORT PERSONNEL HAD INADVERTENTLY DE-ACTIVATED THE RADIO CONTROLLED FUNCTION OF THE RWY LIGHTING SYSTEM.

Brief of Accident (Continued)

File No. - 1057

4/13/88

CLARKSVILLE, AR

A/C Reg. No. N9373X

Time (Lcl) - 2230 CDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. RADIO COMMUNICATIONS - INADVERTENT DEACTIVATION - AIRPORT PERSONNEL
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. TOUCHDOWN - MISJUDGED - PILOT IN COMMAND
5. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1197 5/06/88 WALDENBURG, AR A/C Reg. No. N6782K Time (Lcl) - 0930 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 -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - GRUMMAN G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R-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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WEINER, AR
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

WALDENBURG
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 33
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 - 2600
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BEING POSITIONED FOR AN AERIAL APPLICATION OPERATION. WHILE LANDING, THE ACFT STRUCK A 1.5 FT LEVEE AT THE END OF THE PRIVATE GRASS STRIP. SUBSEQUENTLY, THE MAIN GEAR SHEARED OFF, THE WINGS WERE BUCKLED & THE PROP WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1197

5/06/88

WALDENBURG, AR

A/C Reg. No. N6782K

Time (Lcl) - 0930 CDT

Occurrence #1

UNDERSHOOT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation

LANDING

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

File No. - 1183 5/17/88 LITTLE ROCK, AR A/C Reg. No. N66ORB Time (Lcl) - 0532 CDT

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

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

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

Make/Model	- AERO COMMANDER 690A	Eng Make/Model	- AIRESEARCH TPE-331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9000	Engine Type	- TURBOPROP		
No. of Seats	- 11	Rated Power	- 717 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MEMPHIS, TN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LITTLE ROCK, AR	ADAMS FIELD
Wind Dir/Speed - 060/003 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7173/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL	Runway Status - N/A
Obstructions to Vision - NONE	STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - DAWN		

-----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, ATP	Current - YES	Total - 6410
SE LAND, ME LAND	Months Since - 6	Make/Model - 1562
	Aircraft Type - UNK/NR	Instrument - 1000
		Multi-Eng - 4700
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - 140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD JUST RTRND FM VACATION IN THE BAHAMAS BFR STARTING A FLT FM LITTLE ROCK TO ATLANTA WITH AN INTERMEDIATE STOP AT MEMPHIS. THIS ITINERARY WAS FLWD BY A RTRN FLT TO LITTLE ROCK VIA A REVERSE ROUTING. WITNESSES RPRTD THE PLT SAID HE HAD ONLY 2 HRS OF SLEEP BFR DEPG LITTLE ROCK & THAT HE WAS REALLY TIRED. ALSO, COMPANY PSNL NOTED THE PLT LOOKED "EXTREMELY TIRED" & WAS "REALLY DRAGGING" PRIOR TO THE LAST LEG OF THE FLT FM MEMPHIS TO LITTLE ROCK. ACCORDING TO ATC PSNL, THE FLT WAS ROUTINE UNTIL THE ACFT WAS ARRIVING AT LITTLE ROCK. DRG ARRIVAL, THE PLT WAS CLRD TO DSCND FM 7000' TO 2000' AT HIS DISCRETION FOR A VISUAL APCH TO RWY 22. AT 0522 CDT, THE PLT RPRTD THE ARPT IN SIGHT & WAS CLRD FOR A VISUAL APCH. ABT 4 MIN LATER, HE AGAIN RPRTD THE ARPT IN SIGHT & WAS CLRD TO LAND. AT 1031, RADAR CONTACT WAS LOST & THE ACFT CRASHED ABT 4 MI WEST OF THE ARPT. INITIAL IMPACT WAS IN AN OPEN FIELD WHILE DSCNDG IN A RELATIVELY LEVEL ATTITUDE. THE ACFT BCM AIRBORNE FOR ABOUT 3/4 MI, THEN CRASHED OUT OF CTL IN THE ARKANSAS RIVER.

Brief of Accident (Continued)

File No. - 1183

5/17/88

LITTLE ROCK, AR

A/C Reg. No. N660RB

Time (Lc1) - 0532 CDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. LIGHT CONDITION - DAWN
 3. DESCENT - INITIATED -
 4. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
 5. FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1008 6/04/88 LAKEVIEW, AR A/C Reg. No. N75540 Time (Lc1) - 1330 CDT

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

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

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

<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- 040/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point OLIVE BRANCH, MS</p> <p>Destination LAKEVIEW, AR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>GASTONS</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3200/ 75</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 - 58</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 128</p> <p>Make/Model- 9</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 2</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) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND CROSSWIND ON A "ONE WAY" RUNWAY, THE PLT SAID A GUST OF WIND BLEW HIM TOWARDS SOME BORDERING TREES, SO HE MADE A DECISION TO "GO AROUND". THE PLT SAID HE APPLIED FULL THROTTLE AND RAISED THE FLAPS FROM THE FULL FLAP SETTING, AND SHORTLY AFTER, LOST CONTROL OF THE ACFT. THE ACFT STALLED, IMPACTED THE TERRAIN, AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1008

6/04/88

LAKEVIEW, AR

A/C Reg. No. N75540

Time (Lc1) - 1330 CDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. GO-AROUND - DELAYED - PILOT IN COMMAND
 3. RAISING OF FLAPS - PERFORMED - PILOT IN COMMAND
 4. 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) 2,4

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

Brief of Accident

File No. - 1017 6/05/88 DEWITT,AR A/C Reg. No. N97536 Time (Lcl) - 1500 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	2

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

Fire
NONE

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HERBER SPRINGS,AR
Destination
DEWITT,AR

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

DEWITT, PVT
Runway Ident - 18
Runway Lth/Wid - 2400 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 416
Make/Model- 375
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- 25
Last 90 Days- 46
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND ON HIS PERSONAL GRASS STRIP, WHICH HAD TREES AT BOTH ENDS. THE ACFT HIT HARD, BOUNCED, THEN SLID TO A STOP. THE NOSE GEAR WAS SEPARATED.

Brief of Accident (Continued)

File No. - 1017

6/05/88

DEWITT,AR

A/C Reg. No. N97536

Time (Lc1) - 1500 CDT

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2

NOSE GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1016 6/07/88 HAZEN, AR A/C Reg. No. N8027K Time (Lcl) - 0600 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

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

Make/Model - GRUMMAN G-164B

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 - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/005 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAWN

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

HAZEN

Runway Ident - 18

Runway Lth/Wid - 4000

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5750	Last 24 Hrs	- 8
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Make/Model-	5000	Last 30 Days-	50
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Instrument-	11	Last 90 Days-	100
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE PERFORMING AN AERIAL APPLICATION OPERATION AT DAWN, THE PLT STRUCK A LEVEE. HE ATTRIBUTED THE ACFT TO LOW LIGHT INTENSITY, A DIRTY WINDSCREEN AND ENCOUNTERING HIS OWN WAKE TURBULENCE. THE MAIN GEAR WAS SHEARED OFF, THEN THE AIRCRAFT NOSED DOWN, SLID FOR ABOUT 300 FEET, AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1016

6/07/88

HAZEN, AR

A/C Reg. No. N8027K

Time (Lc1) - 0600 CDT

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

Finding(s)

1. LIGHT CONDITION - DAWN
 2. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
 3. TERRAIN CONDITION - DIRT BANK
 4. WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
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) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1196 7/15/88 LOWELL, AR A/C Reg. No. N3738X Time (Lcl) - 1230 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	-LANDING						

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

Make/Model	- AERO COMMANDER 100-180	Eng Make/Model	- LYCOMING O-360-A2F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	HARRISONVILLE, MO	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SPRINGDALE, AR	
Wind Dir/Speed	- 180/025 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 2000
SE LAND	Months Since - 19	Make/Model	- 1125
	Aircraft Type - 100-180	Instrument	- UNK/NR
		Multi-Eng	- 40
		Last 24 Hrs	- 2
		Last 30 Days	- 2
		Last 90 Days	- 15
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT ONE HOUR AFTER TAKEOFF, THE PLT NOTED THAT THE ENG BEGAN TO RUN ROUGH. HE REDUCED THE POWER TO 2000 RPM & ENRICHED THE MIXTURE. HE CONTINUED FLYING FOR ABOUT ANOTHER HOUR, THEN THE ENG LOST POWER. THE PLT ATTEMPTED AN EMERGENCY LANDING ON A FRONTAGE ROAD, BUT WAS UNABLE TO REACH IT. THE ACFT WAS DAMAGED WHEN IT TOUCHED DOWN ON ROUGH TERRAIN JUST SHORT OF THE ROAD. AN EXAM REVEALED THE EXHAUST & INTAKE VALVES AT THE #4 CYLINDER HAD STUCK.

Brief of Accident (Continued)

File No. - 1196

7/15/88

LOWELL, AR

A/C Reg. No. N3738X

Time (Lcl) - 1230 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - BINDING(MECHANICAL)
 2. ENGINE ASSEMBLY, VALVE, INTAKE - BINDING(MECHANICAL)
-

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 - 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. - 1032 7/28/88 O'KEAN, AR A/C Reg. No. N3665X Time (Lcl) - 0900 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING	NONE	Pass 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	- 7900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 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 POCAHONTAS, AR</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>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - WET</p> <p>HIGH VEGETATION</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND, ME LAND	Months Since - 5	Make/Model- 2000
HELICOPTER	Aircraft Type - C-182	Instrument- UNK/NR
		Multi-Eng - 100
		Last 24 Hrs - 10
		Last 30 Days- 150
		Last 90 Days- 400
		Rotorcraft - 2100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PERFORMING AN AERIAL APPLICATION OPERATION, THE PLT SAID HE EXPERIENCED A TOTAL POWERPLANT FAILURE. HE ATTEMPTED AN EMERGENCY LDG IN A CULTIVATED RICE FIELD. DURING THE LDG ATTEMPT, THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE TO THE PROPELLER, LANDING GEAR AND WING. AUTOMOTIVE FUEL WAS BEING USED. AN FAA STUDY PREDICTS VAPOR LOCK DURING HIGH OUTSIDE TEMPS, HIGH VOLATILITY (AUTO GAS), AND HIGH ENGINE TEMPS.

Brief of Accident (Continued)

File No. - 1032

7/28/88

O'KEAN,AR

A/C Reg. No. N3665X

Time (Lc1) - 0900 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. FLUID,FUEL - STARVATION
2. FLUID,FUEL GRADE - IMPROPER
3. FUEL SYSTEM - OVERTEMPERATURE
4. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
5. TERRAIN CONDITION - NONE SUITABLE

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

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

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

Brief of Accident

File No. - 1080 8/20/88 GILLETT, AR A/C Reg. No. N6567 Time (Lcl) - 0900 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -CRUISE			0	0	0	1
			0	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 - 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	GILLETT, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GORDON PRIVATE STRIP
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 150
Lowest Sky/Clouds - 10000 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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7458
SE LAND	Months Since - UNK/NR	Make/Model- 6774
	Aircraft Type - G-164A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 10
		Last 30 Days- 150
		Last 90 Days- 300
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE TO ENGAGE IN AN AERIAL APPLICATION OPERATION, THE PLT SAID THE ENGINE BEGAN TO MISFIRE AND CUT OUT. UNABLE TO CORRECT THE MALFUNCTION, THE PLT DUMPED HIS CHEMICAL LOAD AND BEGAN RETURNING TO THE DEPARTURE AIRSTRIP. EN ROUTE, HE FELT HE WOULD NOT MAKE IT BACK TO THE AIRSTRIP SO HE ATTEMPTED TO MAKE AN EMERGENCY LANDING IN A BEAN FIELD. DURING THE ROLL OUT ON THE SOFT BEAN FIELD, THE ACFT NOSED OVER AND SUSTAINED SUBSTANTIAL DAMAGE. POST ACCIDENT INVESTIGATION REVEALED A BLOWN CYLINDER.

Brief of Accident (Continued)

File No. - 1080

8/20/88

GILLET, AR

A/C Reg. No. N6567

Time (Lcl) - 0900 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
2. LOAD JETTISON - PERFORMED - 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 - NONE SUITABLE
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

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

Brief of Accident

File No. - 1079 8/22/88 ELAINE,AR A/C Reg. No. N6661Q Time (Lcl) - 1630 CDT

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

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

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

Make/Model - GRUMMAN 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 - 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	ON AIRSTRIP
Method - N/A	ELAINE,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FESS PRIVATE
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 40
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 22000
SE LAND,ME LAND	Months Since - 6	Make/Model- 600
	Aircraft Type - C-182	Instrument- UNK/NR
		Multi-Eng - 8000
		Last 24 Hrs - 5
		Last 30 Days- 80
		Last 90 Days- 250
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION OPERATION, THE PILOT SAID THAT IMMEDIATELY AFTER BREAKING GROUND ON TAKEOFF, THE ENGINE QUIT. HE ATTEMPTED TO RE-LAND ON THE REMAINING AVAILABLE RUNWAY, BUT RAN OFF THE END, HITTING A DITCH AND NOSING OVER. CAUSE OF THE ENGINE FAILURE WAS UNDETERMINED.

Brief of Accident (Continued)

File No. - 1079

8/22/88

ELAINE, AR

A/C Reg. No. N6661Q

Time (Lcl) - 1630 CDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1035 8/30/88 WEINER, AR A/C Reg. No. N85294 Time (Lcl) - 1000 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	-TAXI						

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

Make/Model	- AERONCA 7CCM	Eng Make/Model	- CONTINENTAL C-90-12	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 90 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method	- N/A	WEINER, AR	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	COOPER, PVT.
Wind Dir/Speed	- 060/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 18
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 1800/ 100
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - NO	Total - 700	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 26	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HANDPROPED THE STARTERLESS AIRCRAFT. AFTER ENGINE START, THE PILOT WAS UNABLE TO GAIN ACCESS TO THE COCKPIT, AND THE AIRCRAFT TAXIED UNCONTROLLED INTO SOME NEARBY FARM IMPLEMENTS. THE PURPOSE OF THE FLIGHT WAS TO FERRY THE ACFT FOR AN ANNUAL INSPECTION. THE PILOT HAD NOT OBTAINED A FERRY PERMIT FOR THE FLIGHT.

Brief of Accident (Continued)

File No. - 1035

8/30/88

WEINER,AR

A/C Reg. No. N85294

Time (Lc1) - 1000 CDT

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

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
3. TIE DOWN - NOT USED - PILOT IN COMMAND
4. OBJECT - VEHICLE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1191 9/28/88 FRIENDSHIP, AR A/C Reg. No. N67572 Time (Lcl) - 1530 CDT

-----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	2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- BEECH 77	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1675	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 115 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ARKADELPHIA, AR	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 170/009 KTS	ATC/Airspace	Runway Ident
Visibility	- 12.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE	SIMULATED FORCED LANDING	
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total	- 515
SE LAND, ME LAND	Months Since - 4	Make/Model	- 390
	Aircraft Type - BE-76	Instrument	- 42
		Multi-Eng	- 50
		Last 24 Hrs	- 2
		Last 30 Days	- 17
		Last 90 Days	- 17
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI RPRTD HE WAS DEMONSTRATING AN EMERGENCY LANDING TO A PVT RATED PLT & CONFUSION (ABOUT WHO WAS FLYING THE ACFT) RESULTED IN A COMMITMENT TO LAND. THE LANDING WAS MADE ON A GRAVEL ROAD. DURING THE ROLL-OUT, THE ACFT VEERED INTO A DITCH & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1191

9/28/88

FRIENDSHIP, AR

A/C Reg. No. N67572

Time (Lcl) - 1530 CDT

Occurrence #1 FORCED LANDING
Phase of Operation LANDING

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED -
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)
4. CREW/GROUP COORDINATION - INADEQUATE -

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND(CFI)

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

Finding(s)

7. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

Brief of Accident

File No. - 1094 10/08/88 WEST MEMPHIS, AR A/C Reg. No. N734BK Time (Lcl) - 2210 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	3

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MEMPHIS, TN
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

WEST MEMPHIS
Runway Ident - 17
Runway Lth/Wid - 5000/ 100
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 36
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 - 89
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- UNK/NR
Multi-Eng - 0
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID HE WAS UNABLE TO ACTIVATE THE RUNWAY LIGHTS ON THE DESIGNATED FREQUENCIES DURING A NIGHT PERSONAL FLIGHT. HE ATTEMPTED TO LAND WITHOUT THE AID OF THE RUNWAY LIGHTS, AND TOUCHED DOWN ON THE FAR END OF THE RUNWAY SUBSEQUENTLY RUNNING OFF THE END OF THE RUNWAY. A NOTAM HAD BEEN ISSUED DECLARING THE AIRPORT UNUSABLE DURING THE HOURS OF DARKNESS, DUE TO THE AIRPORT'S INSTALLATION OF NEW RUNWAY LIGHTS.

Brief of Accident (Continued)

File No. - 1094

10/08/88

WEST MEMPHIS, AR

A/C Reg. No. N734BK

Time (Lcl) - 2210 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
2. NOTAMS - NOT USED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1106 4/11/88 BULLHEAD CITY, AZ A/C Reg. No. N2705B Time (Lcl) - 1430 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

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

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

Fire NONE

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

Make/Model - AERO COMMANDER 560
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 7

Eng Make/Model - LYCOMING G0-480-B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 270 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 - 70.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOULDER CITY, NV
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

BULLHEAD LAUGHLIN
Runway Ident - 35
Runway Lth/Wid - 4648/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 52

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 640	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE PLT WAS UNABLE TO RETRACT THE GEAR & NOTED THAT NO HYDRAULIC PRESSURE COULD BE OBTAINED. RECOGNIZING THAT WITHOUT HYDRAULIC PRESSURE, THE ACFT FLAPS, BRAKES & NOSE GEAR STEERING WOULD BE INOP. HE ELECTED TO LAND AT BULLHEAD CITY, AZ (HOME BASE FOR THE ACFT). DRG THE LANDING, THE ACFT WENT OFF THE SIDE OF THE RWY & HIT A PARKED PIPER PA-18 & A HANGAR BEFORE STOPPING. AN EXAM REVEALED THE UPPER STRUCTURAL LANDING GEAR ATTACHMENT BOLT FOR THE GEAR CYLINDER & AN ADJACENT HYDRAULIC LINE AT THE DOWN LOCK VALVE HAD FAILED, THUS DISABLING THE NORMAL GEAR, FLAPS & STEERING SYSTEMS. THE PLT'S LAST FAA MEDICAL CERTIFICATE WAS DATED 6/12/84.

Brief of Accident (Continued)

File No. - 1106

4/11/88

BULLHEAD CITY,AZ

A/C Reg. No. N2705B

Time (Lcl) - 1430 MST

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

Finding(s)

1. HYDRAULIC SYSTEM - FAILURE,TOTAL
2. FLT CONTROL SYST,WING FLAP CONTROL - INOPERATIVE
3. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
4. LANDING GEAR,STEERING SYSTEM - INOPERATIVE

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE -

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

Finding(s)

6. OBJECT - AIRCRAFT PARKED
7. OBJECT - BUILDING(NONRESIDENTIAL)

----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) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1129 7/18/88 AJ0,AZ A/C Reg. No. N6223A Time (Lcl) - 1600 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/005 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
NOGALES,AZ
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

OFF AIRPORT/STRIP

Airport Data

AJ0
Runway Ident - 30
Runway Lth/Wid - 3800/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 25

Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 260
Make/Model-	130
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	4
Last 30 Days-	19
Last 90 Days-	56
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHILE ON FINAL APCH TO LAND, THE ENG SUDDENLY LOST POWER. A FORCED LANDING WAS MADE ABOUT 400' SHORT OF THE RWY. DRG THE LANDING ROLL, THE ACFT HIT A DITCH & NOSED OVER. THE AIRPLANE WAS DISASSEMBLED & MOVED BEFORE IT WAS EXAMINED BY INVESTIGATORS.

Brief of Accident (Continued)

File No. - 1129

7/18/88

AJO,AZ

A/C Reg. No. N6223A

Time (Lc1) - 1600 MST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1073 8/11/88 GILA BEND,AZ A/C Reg. No. N704GJ Time (Lcl) - 0845 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

-----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- 230/015 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
PHOENIX,AZ
Destination
GILA BEND,AZ

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

PAUL HEIL
Runway Ident - 15
Runway Lth/Wid - 1500/ 36
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 57

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-150M

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	-	286	Last 24 Hrs -	0
Make/Model-	232	Last 30 Days-	4	
Instrument-	4	Last 90 Days-	4	

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A CROSS COUNTRY FLIGHT, THE PILOT OVERFLEW THE RUNWAY LOOKING FOR THE WIND SOCK. UNABLE TO LOCATE THE SOCK, THE PILOT MADE AN APPROACH FOR LANDING. THE PILOT DID NOT REALIZE UNTIL TOO LATE THAT HE WAS LANDING THE AIRPLANE WITH A 10 KNOT TAILWIND. THE AIRPLANE TOUCHED DOWN TWO THIRDS OF THE WAY DOWN THE RUNWAY. THE PILOT DID NOT ATTEMPT A GO-AROUND DUE TO RISING TERRAIN AT THE END OF THE RUNWAY THAT THE PILOT FELT WOULD NOT BE CLEARED. THE AIRPLANE RAN OFF THE END OF THE RUNWAY AND COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 1073

8/11/88

GILA BEND, AZ

A/C Reg. No. N704GJ

Time (Lcl) - 0845 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1062 8/29/88 GOODYEAR, AZ A/C Reg. No. N46972 Time (Lcl) - 0719 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 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
LOCAL

ATC/Airspace

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

Airport Proximity

ON AIRPORT

Airport Data

GOODYEAR
Runway Ident - 03
Runway Lth/Wid - 8500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- 18	Last 24 Hrs	- UNK/NR
Make/Model-	18	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HER SECOND SUPERVISED SOLO FLIGHT. SHE HAD COMPLETED ONE TOUCH AND GO LANDING AND WAS ATTEMPTING A SECOND WHEN THE ACCIDENT OCCURRED. THE PILOT FAILED TO FLARE THE AIRPLANE AT THE PROPER TIME AND THE AIRPLANE COLLIDED WITH THE TERRAIN - NOSEWHEEL FIRST. THE FOREIGN STUDENT PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 1062

8/29/88

GOODYEAR, AZ

A/C Reg. No. N46972

Time (Lcl) - 0719 MST

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1075 10/02/88 PAYSON, AZ A/C Reg. No. N8681S Time (Lcl) - 1000 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

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

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GOODYEAR, AZ

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - GO AROUND

Airport Proximity

ON AIRSTRIP

Airport Data

RED CREEK PRIVATE

Runway Ident - UNK/NR

Runway Lth/Wid - 2000/ 50

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 94

Make/Model- 92

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 62

Last 90 Days- 21

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH AN OBSTACLE DURING A GO-AROUND FROM THE RED CREEK PRIVATE DIRT STRIP. THE PLT REPORTED THAT HE HAD NEVER LANDED AT THE 2000 FT, DIRT STRIP AND HAD NO OTHER SHORT OR SOFT FIELD TAKEOFF/LANDING PRACTICE BEYOND HIS INSTRUCTION AT AN 8000 FT PAVED RUNWAY AND PRACTICE TAKEOFFS AND LANDINGS AT AN ABANDONED DIRT STRIP IN THE DESERT FOUR DAYS PRIOR TO THE PLANNED FLIGHT. THE PLT GOT TOO LOW ON HIS APRCH. HE COMPENSATED FOR HIS LOW APRCH BY INCREASING HIS ANGLE OF ATTACK. WHEN THE PLT REALIZED THE AIRCRAFT ATTITUDE WAS TOO HIGH AND HIS AIRSPEED TOO LOW, HE INITIATED A GO-AROUND. HE ADDED FULL POWER, MADE A SHALLOW BANK TO THE LEFT, AND RETRACTED 20 DEGREES OF FLAPS. THE A/C LOST THE REMAINING ALT AND COLLIDED WITH A STEEL FENCE POST. THE A/C NOSED OVER ABOUT 30 FT TO THE LEFT OF THE LANDING STRIP AND ABOUT 500 FT PAST THE THRESHOLD.

Brief of Accident (Continued)

File No. - 1075

10/02/88

PAYSON, AZ

A/C Reg. No. N8681S

Time (Lcl) - 1000 MST

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

Finding(s)

1. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - RISING
7. OBJECT - FENCE POST

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1110 2/25/88 PACOIMA, CA A/C Reg. No. N5041B Time (Lcl) - 0750 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE
Pass

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

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

Make/Model - BEECH F35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 090/007 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
LAS VEGAS,NV
Destination
BURBANK,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WHITEMAN
Runway Ident - 30
Runway Lth/Wid - 3725/ 40
Runway Surface - N/A
Runway Status - N/A

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT HE HAD INITIALLY PSND THE FUEL SELECTOR (SEL) TO THE LEFT MAIN TANK. HE SAID THAT AFTER ABT 1 HR OF FLT (NEAR PALMDALE, CA), HE PSND THE SEL TO THE RGT MAIN TANK FOR A SHORT TIME, THEN (NEAR PACOIMA), HE MOVED IT BACK TO THE LEFT MAIN TANK. THEREAFTER, THE ENG SUDDENLY LOST POWER AS THE ACFT WAS NEARING THE DESTN AT 3500' MSL (2500' AGL). THE PLT STATED THAT HE TRIED TO RESTART THE ENG, BUT WAS UNABLE. HE COULD NOT VISUALLY ACQUIRE THE DESTN ARPT, SO HE REVERSED COURSE IN AN ATMT TO LAND AT WHITEMAN ARPT, BUT DID NOT REACH IT. DRG AN EMERG LANDING, THE ACFT COLLIDED WITH RESIDENTIAL PROPERTY & SVRL AUTOS ABT 1/4 MI FROM THE ARPT. AN EXAM REVEALED THE LEFT MAIN & RGT AUX FUEL TANKS WERE EMPTY, BUT THE LEFT AUX & RGT MAIN TANKS WERE NEARLY FULL.

Brief of Accident (Continued)

File No. - 1110

2/25/88

PACOIMA, CA

A/C Reg. No. N5041B

Time (Lcl) - 0750 PST

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

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - RESIDENCE
 5. OBJECT - VEHICLE
-

----Probable Cause----

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

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

Brief of Accident

File No. - 1109 4/01/88 APPLE VALLEY, CA A/C Reg. No. N2498D Time (Lcl) - 1325 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
LENWOOD, CA
Destination
APPLE VALLEY, CA

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 - 50
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - PA-38

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

Total	- 143	Last 24 Hrs	- UNK/NR
Make/Model	- 141	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-----

DRG A FLT FROM HAWTHORNE TO DELANO, CA, THE PLT BECAME LOST, SAW AN ARPT & LANDED. AFTER LANDING, SHE LEARNED SHE WAS AT THE DEPUE ARPT, LENWOOD, CA. NO FUEL WAS AVAILABLE, SO SHE ELECTED TO FLY TO APPLE VALLEY, A DISTANCE OF ABOUT 17 MI. HOWEVER, BEFORE REACHING APPLE VALLEY, THE ENG LOST PWR FROM FUEL EXHAUSTION. SUBSEQUENTLY, THE ACFT HIT A BERM WHILE LANDING ON DESERT TERRAIN & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1109

4/01/88

APPLE VALLEY, CA

A/C Reg. No. N2498D

Time (Lc1) - 1325 PST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. PRECAUTIONARY LANDING - PERFORMED -
-

Occurrence #2 - LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. FLUID,FUEL - EXHAUSTION
 5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - BERM
-

----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) 1,6

Brief of Accident

File No. - 1013 4/13/88 TAFT, CA A/C Reg. No. N917B Time (Lcl) - 1430 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BELL 47D1
Landing Gear - SKID
Max Gross Wt - 2450
No. of Seats - 3

Eng Make/Model - FRANKLIN 6VS-335-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 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 - 45.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 2298	Last 24 Hrs - 2
Make/Model- 804	Last 30 Days- 33
Instrument- 215	Last 90 Days- 206
Multi-Eng - 141	Rotorcraft - 804

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT SAID THAT AFTER COMPLETING AN OIL FIELD SURVEY FLIGHT HE DECIDED TO PERFORM A PRACTICE AUTOROTATION.
THE PILOT STATED THAT HE "FLARED HIGH AND HIT THE TAIL ROTOR ON THE GROUND." THE TAIL ROTOR AND TAIL ROTOR GEARBOX
SEPARATED FROM THE AIRFRAME.

Brief of Accident (Continued)

File No. - 1013

4/13/88

TAFT, CA

A/C Reg. No. N917B

Time (Lc1) - 1430 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - INTENTIONAL - PILOT IN COMMAND
2. FLARE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1043 5/04/88 CHINO, CA A/C Reg. No. N1300S Time (Lcl) - 1915 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - STOLP-STARDUSTER TOO SA-300-A	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 230 HP		

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

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

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT
Airport Data
CHINO
Runway Ident - 21
Runway Lth/Wid - 6204/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - SA300A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 787
Make/Model- 4
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 4
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE GROUND RUN FOR TAKE OFF, THE LEFT MAIN GEAR STRUT BROKE. THE MAIN LANDING GEAR COLLAPSED RESULTING IN SUBSTANTIAL DAMAGE. THE REASON FOR THE STRUT FAILURE WAS UNDETERMINED.

Brief of Accident (Continued)

File No. - 1043

5/04/88

CHINO, CA

A/C Reg. No. N1300S

Time (Lcl) - 1915 PDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL

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

Finding(s)

2. TERRAIN CONDITION - RUNWAY

----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. - 1012 5/05/88 UPLAND, CA A/C Reg. No. N25294 Time (Lcl) - 1135 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During -LANDING		Pass 0	0	0	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	LA VERNE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UPLAND, CA	CABLE
Wind Dir/Speed- 230/015 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/wid - 3785/ 75
Lowest Sky/Clouds - 2400 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4600 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 39
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 39
		Last 30 Days- 33
		Instrument- 0
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT'S FLT PURPOSE WAS TO PRACTICE TAKEOFFS & LANDINGS AT A DIFFERENT ARPT. WHEN HE DEPARTED, THE WINDS WERE THE SAME AS THE DEST ARPT. THE CFI FELT THAT A WEATHER BRIEFING WAS NOT REQUIRED. THE STUDENT TOUCHED DOWN ON RWY 24 & THE ACFT BEGAN DRIFTING LEFT. THE STUDENT ABORTED THE TAKEOFF & REDUCED THE POWER TO IDLE. HOWEVER, THE ACFT CONTINUED OFF THE LEFT SIDE OF THE RWY & WAS HEADED FOR A ROW OF PARKED ACFT. THE STUDENT SAID HE TRIED TO STEER THE ACFT AWAY FROM THE PARKED ACFT BUT THE RIGHT WING STRUCK TWO OF THEM. THE FBO SAID THE WINDS WERE GUSTING TO 22 KNOTS. THE CFI, WHO WAS WORKING IN THE TRAFFIC PATTERN WITH ANOTHER STUDENT, SAID THE WINDS WERE FROM THE NORTH.

Brief of Accident (Continued)

File No. - 1012

5/05/88

UPLAND,CA

A/C Reg. No. N25294

Time (Lcl) - 1135 PDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
5. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1076 5/14/88 SAN CARLOS, CA A/C Reg. No. N9601L Time (Lcl) - 1826 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -MAINT TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

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

Make/Model - GRUMMAN AMERICAN AA-1B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1560
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 - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/015 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SAN CARLOS
Runway Ident - 30
Runway Lth/Wid - 2600/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 29

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 361	Last 24 Hrs -	1
Make/Model-	3	Last 30 Days-	6
Instrument-	3	Last 90 Days-	10
Multi-Eng -	0		

Instrument Rating(s) - NONE

-----Narrative-----

DURING A POST MAINTENANCE TEST FLIGHT PRIOR TO SIGN OFF OF AN ANNUAL INSPECTION, THE ENGINE QUIT AND THE PILOT PERFORMED A FORCED LANDING IN A MUD FIELD COLLIDING WITH A DIKE. EXAMINATION OF THE ENGINE REVEALED THAT A FUEL PRESSURE LINE HAD DISCONNECTED FROM A "T" FITTING AT THE CARBURETOR CAUSING FUEL STARVATION. EXAMINATION OF THE RECORDS AT THE MAINTENANCE FACILITY REVEALED THAT THE FUEL LINE HAD BEEN REPLACED DURING THE ANNUAL INSPECTION.

Brief of Accident (Continued)

File No. - 1076

5/14/88

SAN CARLOS, CA

A/C Reg. No. N9601L

Time (Lc1) - 1826 PDT

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

Finding(s)

1. FUEL SYSTEM, LINE FITTING - DISCONNECTED
2. FLUID, FUEL - STARVATION
3. MAINTENANCE, INSTALLATION - IMPROPER - FBO PERSONNEL
4. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - FBO PERSONNEL

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 - SOFT
7. 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) 4,5,6,7

Brief of Accident

File No. - 1074 5/22/88 HESPERIA, CA A/C Reg. No. N5411Q Time (Lcl) - 1530 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire - NONE

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

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

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

Eng Make/Model - CONTINENTAL O-200
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- 360/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HESPERIA AIR LODGE
Runway Ident - 03
Runway Lth/Wid - 3910/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	1380	Last 24 Hrs	0
Make/Model	500	Last 30 Days	20
Instrument	68	Last 90 Days	60
Multi-Eng	10		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE DEPARTING HESPERIA AIR LODGE, HESPERIA, CA, THE CFI TOPPED OFF THE TANKS. THE DENSITY ALTITUDE WAS COMPUTED TO BE 6,600 FT MSL AND THE AIRPLANE EXCEEDED ITS MAX GROSS TAKEOFF WEIGHT BY ABT 74.8 LBS. THE CFI RPTD THAT HE REALIZED THIS CONDITION TOO LATE TO ABORT THE TAKEOFF AND LIFTED OFF IN GND EFFECT. THE AIRPLANE CONTINUED TO FLY IN GND EFFECT UNTIL THE TERRAIN BEGAN TO SLOPE UPWARD. THE AIRPLANE STALLED AND CRASHED. IT NOSED OVER AFTER THE INITIAL GROUND IMPACT. THE ENGINE HAD BEEN OPERATED ABOUT 1579 HOURS SINCE THE LAST MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 1074

5/22/88

HESPERIA, CA

A/C Reg. No. N5411Q

Time (Lcl) - 1530 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
3. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND(CFI)
4. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND(CFI)
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)

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) 2,4,5

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

Brief of Accident

File No. - 1042 6/05/88 GEYSERVILLE, CA A/C Reg. No. N5061W Time (Lcl) - 1300 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

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

Make/Model - BELLANCA 8KCAB

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1800

No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-H1A

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 180 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 290/012 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 4500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CLOVERDALE, CA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 45

Biennial Flight Review

Current - NO

Months Since - 32

Aircraft Type - 8KCAB

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2335

Make/Model- 500

Instrument- 105

Multi-Eng - 618

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AEROBATIC MANEUVER IN FRONT OF FAMILY AND FRIENDS THE PILOT ENTERED AN INTENTIONAL SPIN STARTING AT APPROXIMATELY 500 FT AGL. THE AIRCRAFT COLLIDED WITH THE GROUND IN A NOSE LOW, WINGS LEVEL ATTITUDE. WITNESSES STATED THAT THE AIRCRAFT DID NOT APPEAR TO HAVE ANY PROBLEMS PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 1042

6/05/88

GEYSERVILLE, CA

A/C Reg. No. N5061W

Time (Lcl) - 1300 PDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

File No. - 1011 7/02/88 WEAVERVILLE, CA A/C Reg. No. N1532H Time (Lcl) - 1500 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

Eng Make/Model - LYCOMING IO-360-A1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SACRAMENTO, CA
Destination
WEAVERVILLE, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WEAVERVILLE
Runway Ident - 36
Runway Lth/Wid - 3380/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 69
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-172RG

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

Total	- 1888	Last 24 Hrs	- 0
Make/Model-	45	Last 30 Days-	UNK/NR
Instrument-	296	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A CROSS COUNTRY FLT, THE PLT WAS LANDING THE AIRPLANE IN A 5 KT, GUSTING TO 10 KT TAILWIND. THE AIRPLANE DID NOT TOUCH DOWN UNTIL PAST MID-FIELD AND THE PLT SAID THE BRAKES WERE NOT EFFECTIVE UNTIL TWO THIRDS OF THE WAY DOWN THE RWY. THE AIRPLANE RAN OFF THE RWY AND COLLIDED WITH TREES. THE AIRPORT REQUIRED LANDING ONLY ON RWY 36 DUE TO ADVERSE RUNWAY GRADIENT AND RISING TERRAIN IN THE OPPOSITE DIRECTION.

Brief of Accident (Continued)

File No. - 1011

7/02/88

WEAVERVILLE, CA

A/C Reg. No. N1532H

Time (Lc1) - 1500 PDT

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

Finding(s)

1. OBJECT - TREE(S)
2. WEATHER CONDITION - TAILWIND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
5. PLANNED APPROACH - POOR - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1014 7/06/88 NILAND, CA A/C Reg. No. N736UX Time (Lcl) - 1630 PDT

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

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

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

Make/Model - CESSNA TR182	Eng Make/Model - LYCOMING O-540-L3C5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 14	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	IMPERIAL, CA	Runway Ident - N/A
Wind Dir/Speed- 160/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 35.0 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)		
COMMERCIAL,CFI	Current - YES	Total - 1292	Last 24 Hrs - 5	
SE LAND,ME LAND	Months Since - 4	Make/Model- 136	Last 30 Days- 16	
	Aircraft Type - UNK/NR	Instrument- 257	Last 90 Days- 73	
		Multi-Eng - 650		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF GROUND RUN ON A DIRT ROAD, WITNESSES STATED THAT THE PILOT HAD LIFTED THE NOSE OF THE AIRPLANE SO HIGH THAT THE TAIL DRAGGED ON THE GROUND. THE AIRPLANE BECAME ENTANGLED IN WEEDS NEAR THE ROAD, THE PILOT LOST CONTROL AND THE AIRPLANE COLLIDED WITH A DITCH.

Brief of Accident (Continued)

File No. - 1014

7/06/88

NILAND, CA

A/C Reg. No. N736UX

Time (Lcl) - 1630 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. ROTATION - EXCESSIVE - PILOT IN COMMAND
-

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

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. - 1010 7/14/88 PILOT HILL, CA A/C Reg. No. N2614M Time (Lcl) - 0745 PDT

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

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

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

Make/Model - GENERAL BALLOON AX-6	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 - 1350	Engine Type - UNK/NR	
No. of Seats - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PILOT HILL, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 090/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 110.0 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 - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 498
	Months Since - 11	Make/Model- 498
FREE BALLOON	Aircraft Type - AX-6	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 16
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL SIGHTSEEING FLIGHT, JUST PRIOR TO TOUCHDOWN, THE PILOT REPORTED THAT A GUST OF WIND CAUGHT THE BALLOON. THE PILOT MADE A HIGH WIND LANDING. THE BALLOON WAS DRAGGED SEVERAL FEET BEFORE COMING TO REST. THE PILOT STATED THAT AFTERWARD THE WINDS RETURNED TO CALM.

Brief of Accident (Continued)

File No. - 1010

7/14/88

PILOT HILL, CA

A/C Reg. No. N2614M

Time (Lcl) - 0745 PDT

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1112 7/19/88 DIXON, CA A/C Reg. No. N6469M Time (Lcl) - 1915 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 - CRUISE		Other	0	0	0
					None
					1
					0
					2

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DAVIS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/006 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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 63
SE LAND	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - C-152	Make/Model- UNK/NR
		Last 30 Days- 51
		Instrument- UNK/NR
		Last 90 Days- 63
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLTS STATED THAT WHILE THEY WERE CRUISING IN CLOSE FORMATION, THE RGT WING OF ONE ACFT (CESSNA 152, N6469M) RAISED UP & COLLIDED WITH THE LEFT MAIN LNDG GEAR OF THE OTHER ACFT (CESSNA 152, N6239H). N6469M RECEIVED SUBSTANTIAL DAMAGE TO THE WING & N6239H RECEIVED MINOR GEAR DAMAGE, BUT BOTH ACFT WERE SUCCESSFULLY LANDED.

Brief of Accident (Continued)

File No. - 1112

7/19/88

DIXON,CA

A/C Reg. No. N6469M

Time (Lc1) - 1915 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PLANNING-DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT OF OTHER AIRCRAFT
6. LACK OF TOTAL EXPERIENCE - PILOT OF OTHER AIRCRAFT
7. FORMATION FLYING - IMPROPER - PILOT IN COMMAND
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1112 7/19/88 DIXON, CA A/C Reg. No. N6239H Time (Lcl) - 1915 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	-CRUISE	NONE		Pass 0	0	0	1
				Other 0	0	0	1

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	DAVIS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/006 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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 135
SE LAND	Months Since - 12	Last 24 Hrs - 3
	Aircraft Type - C-152	Make/Model- 93
		Last 30 Days- 37
		Instrument- 29
		Last 90 Days- 89
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLTS STATED THAT WHILE THEY WERE CRUISING IN CLOSE FORMATION, THE RGT WING OF ONE ACFT (CESSNA 152, N6469M) RAISED UP & COLLIDED WITH THE LEFT MAIN LNDG GEAR OF THE OTHER ACFT (CESSNA 152, N6239H). N6469M RECEIVED SUBSTANTIAL DAMAGE TO THE WING & N6239H RECEIVED MINOR GEAR DAMAGE, BUT BOTH ACFT WERE SUCCESSFULLY LANDED.

Brief of Accident (Continued)

File No. - 1112

7/19/88

DIXON,CA

A/C Reg. No. N6239H

Time (Lcl) - 1915 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PLANNING-DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT OF OTHER AIRCRAFT
6. LACK OF TOTAL EXPERIENCE - PILOT OF OTHER AIRCRAFT
7. FORMATION FLYING - IMPROPER - PILOT OF OTHER AIRCRAFT
8. CLEARANCE - 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) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1111 7/25/88 BAKERSFIELD, CA A/C Reg. No. N68342 Time (Lcl) - 1030 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	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/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 140/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BAKERSFIELD
Runway Ident - 31
Runway Lth/Wid - 3150/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 56
Make/Model- 56
Instrument- 0
Multi-Eng - 0
Last 24 Hrs - UNK/NR
Last 30 Days- 21
Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPRTD THAT DRG A LNDG ON A SOLO INSTRUCTIONAL FLT, HIS FINAL APCH WAS A LITTLE FAST. DRG THE LNDG, THE AIRPLANE BEGAN TO PORPOISE. HOWEVER, BEFORE THE STUDENT REGAINED CONTROL, THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1111

7/25/88

BAKERSFIELD, CA

A/C Reg. No. N68342

Time (Lc1) - 1030 PDT

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

Finding(s)

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

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1105 7/30/88 PLACERVILLE, CA A/C Reg. No. N8414A Time (Lcl) - 1500 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE
Pass

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

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PLACERVILLE, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PLACERVILLE
Runway Ident - 23
Runway Lth/Wid - 4200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 198	Last 24 Hrs - 3
Make/Model- 21	Last 30 Days- 17
Instrument- UNK/NR	Last 90 Days- 28
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INITIATED A TOUCH & GO LANDING IN AN ACFT THAT WAS LOADED NEAR ITS MAX CERTIFICATED GROSS WEIGHT. HE LANDED SLIGHTLY LONG & APPLIED POWER FOR TAKEOFF. HOWEVER, HE STATED THAT THE ENG SPUTTERED & THE ACFT CONTD TO DECELERATE, SO HE REJECTED THE TAKEOFF. SUBSEQUENTLY, THE ACFT OVERRAN THE DEPARTURE END OF THE RWY & HIT A DITCH BEFORE STOPPING. THE TEMP WAS 104 DEG & THE DENSITY ALT WAS NEARLY 6000'. NO PRE-ACDNT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1105

7/30/88

PLACERVILLE, CA

A/C Reg. No. N8414A

Time (Lcl) - 1500 PDT

Occurrence #1 LOSS OF ENGINE POWER

Phase of Operation TAKEOFF

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - TEMPERATURE EXTREMES

Occurrence #2 OVERRUN

Phase of Operation TAKEOFF - ABORTED

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF - ABORTED

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

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. - 1083 7/31/88 SUN CITY, CA A/C Reg. No. N1183R Time (Lcl) - 0705 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	1	0	0
Accident Occurred During	-APPROACH	ON GROUND	Pass 0	0	2	0

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

Make/Model	- RAVEN RX-6	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	- 1430	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - TV WX</p> <p>Method - TV/RADIO</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/001 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 12000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">FIELD</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">FREE BALLOON</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 11</p> <p style="padding-left: 20px;">Aircraft Type - AX-6</p>	<p>Medical Certificate - NO MEDICAL</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 62</td> <td>Last 24 Hrs</td> <td>- UNK/NR</td> </tr> <tr> <td>Make/Model-</td> <td>45</td> <td>Last 30 Days-</td> <td>2</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>2</td> </tr> </table>	Total	- 62	Last 24 Hrs	- UNK/NR	Make/Model-	45	Last 30 Days-	2	Instrument-	0	Last 90 Days-	2
Total	- 62	Last 24 Hrs	- UNK/NR											
Make/Model-	45	Last 30 Days-	2											
Instrument-	0	Last 90 Days-	2											

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT & PAX DEPARTED ON A LOCAL AREA BALLOON FLT. AFTER 30 MINUTES THE PILOT BEGAN A DESCENT TO AN OPEN FEILD NORTH OF SOME POWER LINES. DURING THE DESCENT THE BALLOON BEGAN TO DRIFT TO THE RIGHT AND THE PILOT REALIZED THAT HIS GROUND CREW DID NOT HAVE ACCESS TO THE FIELD. THE PILOT THEN ELECTED TO LAND TO THE SOUTH OF THE POWER LINES. HOWEVER, WHEN THE BALLOON WAS 5-7 FT NORTH OF THE POWER LINES THE PLT REALIZED THAT HE MIGHT CONTACT THE WIRES. HE APPLIED FULL BURNER, BUT TO NO AVAIL; THE BALLOON'S GONDALA STRUCK THE POWER LINES.

Brief of Accident (Continued)

File No. - 1083

7/31/88

SUN CITY,CA

A/C Reg. No. N1183R

Time (Lc1) - 0705 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. ALTITUDE - IMPROPER - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. CLIMB - DELAYED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1082 8/06/88 IMPERIAL, CA A/C Reg. No. N53571 Time (Lcl) - 1425 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/012 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
THERMAL, CA
Destination
IMPERIAL, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

IMPERIAL
Runway Ident - 32
Runway Lth/Wid - 5304/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 20
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 35 Last 24 Hrs - 1
Make/Model- 14 Last 30 Days- 3
Instrument- 2 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SOLO INSTRUCTIONAL FLT, WHILE LANDING, A GUST OF WIND RAISED ONE WING, PUTTING WEIGHT ON MAIN WHEEL AND ONE NOSE WHEEL. THE PILOT REGAINED CONTROL; HOWEVER, THE AIRPLANE VEERED OFF THE RUNWAY AND NOSED OVER IN THE SOFT DIRT.

Brief of Accident (Continued)

File No. - 1082

8/06/88

IMPERIAL,CA

A/C Reg. No. N53571

Time (Lcl) - 1425 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - 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) 3,5

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

Brief of Accident

File No. - 1061 10/02/88 AUBERRY, CA A/C Reg. No. N20680 Time (Lcl) - 1323 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -GO-AROUND (VFR)

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

2

None

0

0

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

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

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN CARLOS, CA

Destination

TOPHAM RANCH, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TOPHAM'S RANCH

Runway Ident - 36

Runway Lth/Wid - 1900

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 175

Make/Model- 90

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- 2

Last 90 Days- 7

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS UNFAMILIAR WITH THE AREA THAT HE WAS ATTEMPTING TO LAND IN AND CIRCLED TO FAMILIARIZE HIMSELF WITH THE TERRAIN. HE THEN MADE A LOW PASS OVER THE DIRT RUNWAY AND CIRCLED TO LAND. THE FIRST ATTEMPT WAS DISCONTINUED BECAUSE THE PILOT FELT THAT HE AS TOO HIGH AND TOO FAST. HE WAS COMFORTABLE WITH THE SECOND ATTEMPT, BUT JUST BEFORE TOUCHDOWN, HE DECIDED TO GO AROUND DURING THE GO AROUND THE AIRPLANE COULD NOT PERFORM WELL ENOUGH TO CLEAR THE TERRAIN. THE AIRPLANE COLLIDED WITH TREES AND THE GROUND AND THEN CAUGHT FIRE.

Brief of Accident (Continued)

File No. - 1061

10/02/88

AUBERRY, CA

A/C Reg. No. N20680

Time (Lc1) - 1323 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 4. OBJECT - TREE(S)
 5. GO-AROUND - 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) 3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1060 10/03/88 FONTANA, CA A/C Reg. No. N1090Z Time (Lcl) - 1830 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - DEMO
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 - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 2050
No. of Seats - 3

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RIALTO, CA
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

GILLFILAN FIELD
Runway Ident - 27
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 29

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - 269C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 782	Last 24 Hrs	- 0
Make/Model-	92	Last 30 Days-	27
Instrument-	100	Last 90 Days-	127
Multi-Eng -	28	Rotorcraft -	103

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT WAS DEMONSTRATING A RUN-ON LANDING FOR HIS PASSENGER WHEN THE ACCIDENT OCCURRED. THE PILOT REPORTED THAT HE ALLOWED THE TAIL OF THE HELICOPTER TO GET TOO LOW AND IT COLLIDED WITH THE TERRAIN. THERE WERE NO MECHANICAL DIFFICULTIES REPORTED PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1060

10/03/88

FONTANA, CA

A/C Reg. No. N1090Z

Time (Lcl) - 1830 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. RUN ON 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1097 10/05/88 ALPINE, CA A/C Reg. No. N5508H Time (Lcl) - 1342 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BELLANCA 8KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 3

Eng Make/Model - LYCOMING AEIO-360-H1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EL CAJON, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 758	Last 24 Hrs - UNK/NR
Make/Model- 272	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 123
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TELEPHONE INTERVIEW, THE PILOT STATED THAT HE HAD JUST RECOVERED FROM A ONE TURN SPIN AND WAS IN LEVEL FLIGHT WHEN HE FELT THE AIRPLANE PITCH UP. HE ADDED A SMALL AMOUNT OF NOSE DOWN TRIM AND THE AIRPLANE PITCHED DOWN. HE STATED THAT AT THIS POINT "THINGS DID NOT FEEL RIGHT". HE PULLED BACK ON THE STICK AND IT DID NOT MOVE WELL, NOR WOULD IT CONTROL THE AIRPLANE. AFTER TRYING TO DETERMINE THE REASON FOR THE PROBLEM AND A ATTEMPT TO TURN TOWARDS A POSSIBLE LANDING AREA, THE PILOT DECIDED TO EGRESS FROM THE AIRPLANE. THE AIRPLANE ENTERED AN UNCONTROLLED DESCENT AND COLLIDED WITH THE TERRAIN. AN EXAMINATION OF THE WRECKAGE WAS CONDUCTED BY FAA INSPECTORS AT THE SCENE OF THE ACCIDENT. MOST OF THE WRECKAGE WAS DESTROYED BY IMPACT, HOWEVER THOSE CONTROL MECHANISMS THAT WERE NOT DESTROYED WERE FOUND TO BE IN WORKING ORDER. THE CONTROL STICK WAS BROKEN AT THE ATTACH POINT, HOWEVER AN EXAMINATION REVEALED THAT THE STICK WAS BROKEN DURING IMPACT.

Brief of Accident (Continued)

File No. - 1097

10/05/88

ALPINE,CA

A/C Reg. No. N5508H

Time (Lcl) - 1342 PDT

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

Finding(s)
1. FLT CONTROL SYST,ELEVATOR CONTROL - UNDETERMINED
2. FLT CONTROL SYST,ELEVATOR TAB CONTROL(TRIM) - ERRATIC

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
3. MISC EQPT/FURNISHINGS,PARACHUTE/Drag 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1095 10/15/88 TEHACHAPI, CA A/C Reg. No. N44022 Time (Lcl) - 1230 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	Pass	0	0	0	1
Accident Occurred During	-DESCENT	NONE	0	0	0	1

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

Make/Model	- TAYLORCRAFT BC12-D	Eng Make/Model	- CONTINENTAL A-65-8	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 020/018 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SONORA, CA</p> <p>Destination TEHACHAPI, 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 FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>TEHACHAPI</p> <p>Runway Ident - 11</p> <p>Runway Lth/Wid - 4035/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - BC12-D</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 158</p> <p>Make/Model- 100</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- 2</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING TOUCHDOWN, ON RUNWAY 11, A GUST OF WIND WAS ENCOUNTERED AND THE AIRPLANE BECAME AIRBORNE. THE PILOT ATTEMPTED TO GO AROUND. DURING THE GO AROUND ATTEMPT THE PILOT WAS NOT ABLE TO GAIN CONTROL OF THE AIRPLANE. WINDS AT THE TIME OF THE ACCIDENT WERE REPORTED TO BE FROM 020 DEGREES AT 18 KNOTS GUSTING TO 20 KNOTS. THE PILOT WAS AWARE OF THE WIND CONDITIONS AND STATED THAT HE SHOULD HAVE LANDED AT A SUITABLE ALTERNATE, HOWEVER HE FELT THAT HE COULD LAND SAFELY. THERE WERE NO MECHANICAL PROBLEMS REPORTED PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1095

10/15/88

TEHACHAPI,CA

A/C Reg. No. N44022

Time (Lcl) - 1230 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. FLIGHT TO ALTERNATE DESTINATION - DISREGARDED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1096 10/16/88 VACAVILLE, CA A/C Reg. No. N68119 Time (Lcl) - 1000 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - HOWARD GFA-15P
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 4

Eng Make/Model - P & W R-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 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- 090/004 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN CARLOS, CA

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

NUT TREE

Runway Ident - 01

Runway Lth/Wid - 3800/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 56

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - B-35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1437 Last 24 Hrs - 1

Make/Model- 50 Last 30 Days- 3

Instrument- 1 Last 90 Days- 11

Multi-Eng - 88

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL THE PILOT LOST CONTROL OF THE AIRPLANE. THE AIRPLANE GROUND LOOPED AND THE MAIN GEAR COLLAPSED. THERE WERE NO MECHANICAL PROBLEMS REPORTED PRIOR TO THE ACCIDENT AND THE WEATHER WAS NOT A FACTOR.

Brief of Accident (Continued)

File No. - 1096

10/16/88

VACAVILLE, CA

A/C Reg. No. N68119

Time (Lc1) - 1000 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 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1072 10/28/88 SAN CARLOS, CA A/C Reg. No. N2340Z Time (Lcl) - 1514 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE

-----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/YES
Stall Warning System - YES

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

Weather Data

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

Wind Dir/Speed- 360/005 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 3500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

SAN CARLOS
Runway Ident - 12
Runway Lth/Wid - 2600/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 43

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	- 51	Last 24 Hrs	- 0
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Make/Model-	51	Last 30 Days-	7
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Instrument-	UNK/NR	Last 90 Days-	30
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Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A TELEPHONE INTERVIEW THE PILOT STATED THAT HE LANDED TOO FAR DOWN RUNWAY 12. HE SAID THAT WHEN HE CONSIDERED GOING AROUND, HE WAS ALREADY COMMITTED TO COMPLETE THE LANDING. WINDS AT THE TIME OF THE ACCIDENT WERE REPORTED TO BE FROM 360 DEGREES AT 5 KNOTS. THE PILOT STATED THAT THERE WERE NO PASSENGERS ABOARD THE AIRCRAFT. THE FAA REPORTED THAT A YOUNG FEMALE WAS NOTICED EMERGING FROM THE AIRPLANE IMMEDIATELY AFTER THE ACCIDENT BY AIR TRAFFIC CONTROLLERS. THERE WERE NO MECHANICAL PROBLEMS REPORTED PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1072

10/28/88

SAN CARLOS, CA

A/C Reg. No. N2340Z

Time (Lcl) - 1514 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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 - RUNWAY LIGHT

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

Brief of Accident

File No. - 1071 10/29/88 MARANA, CA A/C Reg. No. N90848 Time (Lcl) - 1220 MST

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

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

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

Make/Model - BLANIK L-13	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1102	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EL TIRO
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 08
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4700/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2500
SE LAND, ME LAND	Months Since - 2	Make/Model- UNK/NR
GLIDER	Aircraft Type - SG230	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 PILOT REPORTED THAT SHORTLY AFTER LIFTOFF FROM RUNWAY 26 THE CONTROL STICK BECAME DIFFICULT TO MOVE. HE DECIDED TO CONTINUE THE AIR TOW AND RELEASE AT 200 FEET AGL AFTER RELEASE, THE PILOT TURNED THE GLIDER TO RETURN TO THE RUNWAY TO LAND. HE WAS STILL HAVING DIFFICULTY CONTROLLING THE GLIDER AND FELT THAT THE PASSENGER, WHO WAS IN THE FRONT SEAT, MIGHT HAVE BEEN HOLDING THE FORWARD CONTROL STICK. THE PILOT INSTRUCTED THE PASSENGER TO RELEASE THE STICK. CONTROL WAS MOMENTARILY REGAINED THEN LOST AGAIN. THE PILOT COULD NOT MAINTAIN CONTROL OF THE GLIDER AND IT COLLIDED WITH RUNWAY 08. AN EXAMINATION OF THE WRECKAGE REVEALED NO PROBLEMS WITH THE GLIDER'S CONTROL MECHANISMS. AN EXAMINATION OF ANOTHER BLANIK L-13 INDICATED THAT VERY LITTLE FORCE IS NEEDED ON THE FORWARD CONTROL STICK TO RENDER THE REAR STICK INEFFECTIVE. THE FLIGHT WAS THE PASSENGER'S FIRST IN SMALL AIRCRAFT AND WAS PART OF THERAPY BEING USED TO TREAT THE PASSENGER FOR A MILD ORGANIC BRAIN SYNDROME.

Brief of Accident (Continued)

File No. - 1071

10/29/88

MARANA, CA

A/C Reg. No. N90848

Time (Lcl) - 1220 MST

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

Finding(s)

1. FLT CONTROL SYST, YOKE/CONTROL STICK - BLOCKED(PARTIAL)
2. FLIGHT CONTROLS - RESTRICTED - PASSENGER
3. ANXIETY/APPREHENSION - PASSENGER

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. - 1070 11/06/88 VACAVILLE, CA A/C Reg. No. N129KS Time (Lcl) - 1130 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - SCHLEICHER ASK-21
Landing Gear - HULL
Max Gross Wt - 660
No. of Seats - 2

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- 360/009 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NUT TREE
Runway Ident - 01
Runway Lth/Wid - 3800/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE

GLIDER

Age - 33

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

DURING FINAL APPROACH, THE GLIDER COLLIDED WITH A FENCE. A WITNESS STATED THAT, "THE PILOT SIMPLY LET THE GLIDER GET TOO LOW AND TOO SLOW AND HIT A FENCE." THERE WERE NO MECHANICAL PROBLEMS REPORTED PRIOR TO THE ACCIDENT. THE PILOT DID NOT FILE AN ACDT REPORT.

Brief of Accident (Continued)

File No. - 1070

11/06/88

VACAVILLE, CA

A/C Reg. No. N129KS

Time (Lcl) - 1130 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - FENCE
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1063 5/07/88 CORTEZ, CO A/C Reg. No. N8455E Time (Lcl) - 1730 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

1

Injuries

Serious

1

0

Minor

0

0

None

0

0

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

Make/Model - BELL 47G-3B1
Landing Gear - SKID
Max Gross Wt - 2860
No. of Seats - 3

Eng Make/Model - LYCOMING TVO-435-A1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 260 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- 270/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

DELORES, CO

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

HELICOPTER

Age - 56

Biennial Flight Review

Current - NO

Months Since - 30

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 800

Make/Model- 300

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 10

Last 90 Days- 22

Rotorcraft - 309

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT HE HAD JUST TAKEN OFF AND REACHED AN ALT OF ABOUT 300 FT WHEN HIS COLLECTIVE CONTROL WENT "LIMP". THE HELICOPTER ENTERED A DESCENT, PARTIALLY CONTROLLED BY THE PLT USING THROTTLE AND CYCLIC CONTROL INPUTS. THE HELICOPTER TOUCHED DOWN IN SOFT MUD. THE HELICOPTER ROCKED FORWARD AND THEN AFT CAUSING THE MAIN ROTOR BLADES TO SEVER THE TAIL BOOM AND ALSO STRIKE THE GROUND. A POST ACCIDENT FIRE ERUPTED DESTROYING THE HELICOPTER. SEVERAL BROKEN PARTS WERE EXAMINED AT A LAB. THERE WAS NO EVIDENCE OF FATIGUE OR CORROSION ON THE FRACTURED SURFACES.

Brief of Accident (Continued)

File No. - 1063

5/07/88

CORTEZ, CO

A/C Reg. No. N8455E

Time (Lcl) - 1730 MDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - SOFT
3. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1052 5/13/88 MOSCA,CO A/C Reg. No. N354C Time (Lcl) - 1010 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - STINSON 108-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2230
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-150-BB
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- CALM
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
ALAMOSA,CO
Destination
UNK/NR
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

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

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3543 Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - 1974 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER PURCHASING ACFT, PLT AND PLT-RATED FRIEND (BOTH AIRLINE PLTS) WERE JOINED BY PLT'S WIFE AND DEPARTED FALCON FIELD, MESA, AZ, EN ROUTE TO MN. THE TRIO STOPPED IN ALAMOSA, CO, FOR NIGHT. THEY DEPARTED ALAMOSA (ELEVATION 7608 FT MSL) THE NEXT MORNING AND FLEW OVER GREAT SAND DUNES NATIONAL MONUMENT AND ENTERED MEDANO PASS. ACFT CRASHED IN VMC AT ABOUT THE 10,000-FT LEVEL, 30 MI FROM ALAMOSA. TERRAIN RISES RAPIDLY AT ABOUT 20 DEG ANGLE. AT TIME OF CRASH, PRESSURE ALTITUDE AT ALAMOSA AND CRASH SITE WERE COMPUTED TO BE 7238 FT AND 9630 FT MSL, RESPECTIVELY. ACFT RATE OF CLIMB WAS COMPUTED TO BE 195 FPM AND 70 FPM, RESPECTIVELY. ACFT WAS UNDER MAX GROSS WEIGHT AND WITHIN C.G. LIMITS AT TAKEOFF AND AT IMPACT. SHORTLY AFTER CRASH, ACFT CAUGHT FIRE, FED BY CANS OF FLAMMABLE LIQUIDS IN BAGGAGE COMPARTMENT.

Brief of Accident (Continued)

File No. - 1052

5/13/88

MOSCA,CO

A/C Reg. No. N354C

Time (Lcl) - 1010 MDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. TERRAIN CONDITION - RISING
4. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
5. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

Occurrence #2 HAZARDOUS MATERIALS LEAK/SPILL
Phase of Operation OTHER

Occurrence #3 FIRE/EXPLOSION
Phase of Operation OTHER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1048 5/28/88 JAMESTOWN, CO A/C Reg. No. N5279B Time (Lcl) - 1600 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
DESTROYED
Fire NONE
Pass

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

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

Make/Model - MOONEY M20
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A
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- 120/010 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 14000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOULDER, CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 38
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 776
Make/Model- UNK/NR
Instrument- 4
Multi-Eng - 1
Last 24 Hrs - 0
Last 30 Days- 9
Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOLD A FRIEND THAT HE WAS GOING TO CONDUCT A SIGHTSEEING FLT IN THE LOCAL AREA. RESIDENTS OF A SMALL TOWN 2 MILES FROM THE ACDT SITE SAID THE ACFT CIRCLED THE TOWN AT LOW ALT SEVERAL TIMES AT ABOUT THE TIME OF THE ACCIDENT. THERE WERE NO WITNESSES TO THE ACDT. THE SAR SATELITE PICKED UP THE ELT SIG AT 2125 AND THE WRECKAGE WAS FOUND BY A GROUND PARTY DURING THE NIGHT, AT 0150. A GLIDER PLT, WHO FLEW THRU THE AREA AT ABOUT THE TIME THE WITNESSES REPORTED SEEING THE ACFT, ALSO SAW AN ACFT MANEUVERING AT LOW ALT NEAR THE TOWN. HE SAID THE OUTSIDE AIR TEMP WAS 70 TO 75 DEG F AND THERE WERE DOWNDRAFTS, 500 TO 1,000 FPM IN THE AREA. THE DENSITY ALT AT THE ACDT SITE WAS CALCULATED TO BE ABOUT 11,000 FT AND THERE WERE 3 PERSONS ON BOARD THE ACFT. THE TERRAIN AT THE ACDT SITE IS ROUGH AND MOUNTAINOUS WITH SHARPLY RISING TERRAIN TO THE N,W, AND S. FOUR 5 GAL DRUMS WERE FOUND AT THE ACDT SITE AND A PLACARD FOR AUTO FUEL WAS FOUND ON THE PANEL. NO STC WAS ISSUED FOR THIS ACFT.

Brief of Accident (Continued)

File No. - 1048

5/28/88

JAMESTOWN, CO

A/C Reg. No. N5279B

Time (Lcl) - 1600 MDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - DOWNDRAFT
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - RISING
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

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. - 1178 6/10/88 DENVER, CO A/C Reg. No. N8827K Time (Lcl) - 1604 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - FERRY	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -APPROACH			0	0	0

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

Make/Model - CESSNA 404	Eng Make/Model - CONTINENTAL GTISO-520-M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GREELEY, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	STAPELTON INTL
Wind Dir/Speed- 290/016 KTS	ATC/Airspace	Runway Ident - 26L
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10004/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Surface - CONCRETE
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
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)
COMMERCIAL	Current - YES	Total - 1400
SE LAND, ME LAND	Months Since - 1	Make/Model- 400
	Aircraft Type - C-208A	Instrument- 95
		Multi-Eng - 700
		Last 24 Hrs - 1
		Last 30 Days- 33
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A FLT FROM GREELEY TO DENVER, COLORADO TO OBTAIN MINOR MAINT ON A CARGO DOOR. AS THE ACFT WAS BEING VECTORED ON FINAL APCH, THE PLT RPRTD THAT HE BELIEVED THE ACFT HAD FUEL STARVATION. SUBSEQUENTLY, THE ACFT WAS OBSERVED TO MAKE A COMPLETE ROLL & CRASH IN A RESIDENTIAL AREA. ONLY ABOUT 1.5 GAL OF FUEL WAS FOUND IN THE RIGHT WING TANK. THE LEFT WING & FUEL TANK WERE DESTROYED, BUT NO ODOR OF FUEL WAS NOTED ON THE GROUND AROUND THE LEFT WING. ALSO, A LACK OF FUEL WAS NOTED IN THE FUEL LINES. THE ACFT HAD NOT BEEN REFUELED AFTER THE PREVIOUS FLT. THE PLT THAT HAD FLOWN THE ACFT ON A PREVIOUS FLT ESTIMATED THERE WAS 100 LBS OF FUEL REMAINING IN EACH TANK AFTER HIS FLT.

Brief of Accident (Continued)

File No. - 1178

6/10/88

DENVER, CO

A/C Reg. No. N8827K

Time (Lcl) - 1604 MDT

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

Finding(s)

1. 1 ENGINE -
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLUID,FUEL - STARVATION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
8. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1040 7/07/88 CRAIG,CO A/C Reg. No. N6051M Time (Lcl) - 1619 MDT

-----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	1	0
Accident Occurred During	-DESCENT						

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

<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- CALM</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point AMARILLO, TX</p> <p>Destination CRAIG, CO</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>CRAIG-MOFFAT</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 5600/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 65</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - 32</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2700</p> <p>Make/Model- 951</p> <p>Instrument- 10</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- 18</p> <p>Last 90 Days- 44</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL AFTER A 4.6 HR X-CNTY FLIGHT, THE PILOT REPORTED THAT THE ENGINE QUIT. THE PLT SAID THAT THE ENGINE PROBABLY FAILED DUE TO FUEL EXHAUSTION. PERSONNEL AT THE WRECKAGE SITE REPORTED NO FUEL WAS FOUND IN THE FUEL TANKS. AFTER THE ENGINE FAILED, THE PLT WAS UNABLE TO REACH THE AIRPORT AND SELECTED A GRASS FIELD TO LAND IN. THE ACFT PASSED THROUGH A WIRE FENCE AND STRUCK A DITCH.

Brief of Accident (Continued)

File No. - 1040

7/07/88

CRAIG, CO

A/C Reg. No. N6051M

Time (Lcl) - 1619 MDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - FENCE
5. TERRAIN CONDITION - DITCH

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

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

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. - 1146 8/03/88 WATKINS,CO A/C Reg. No. N195RC Time (Lcl) - 1228 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA 195B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 5

Eng Make/Model - JACOBS R-755-B2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 275 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 - 25.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FRONT RANGE
Runway Ident - 26
Runway Lth/Wid - 8000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 71

Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-31

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 9391	Last 24 Hrs - 2
Make/Model- 571	Last 30 Days- 4
Instrument- 1017	Last 90 Days- 35
Multi-Eng - 3300	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NEW OWNER OF THE ACFT WAS RECEIVING FLT TRAINING FROM AN INSTRUCTOR (CFI) & THEY WERE PRACTICING LANDINGS. DRG A LANDING ROLL-OUT, THE ACFT BEGAN TO VEER TO THE RIGHT. THE CFI TOOK THE CONTROLS TO AVOID RUNNING OFF THE RWY, THEN TOOK OFF & FLEW ANOTHER PATTERN. ON FINAL APCH, THE STUDENT TOOK THE CONTROLS AGAIN TO MAKE THE NEXT LANDING. DURING THE ROLL-OUT, THE AIRPLANE AGAIN STARTED A SHARP RIGHT TURN. THE CFI RPRTD THAT FULL LEFT RUDDER & BRAKE DID NOT STOP THE TURN & THE ACFT DEPARTED THE RUNWAY TO THE RIGHT. THE LEFT MAIN GEAR COLLAPSED AS THE ACFT WENT OFF THE RWY. ALSO, THE LEFT WING, ELEVATOR, FUSELAGE & CABIN AREA WERE DAMAGED. THE CFI NOTED THAT THE OWNER WAS OF SMALL STATURE & THE SEAT HEIGHT WAS NOT ADJUSTABLE. THE CFI HAD WARNED THE OWNER THAT THE "CLEVELAND BRAKES" WERE VERY POWERFUL & EFFICIENT. HE BELIEVED THE OWNER MAY HAVE INADVERTENTLY APPLIED RGT BRAKE WHILE APPLYING LEFT RUDDER.

Brief of Accident (Continued)

File No. - 1146

8/03/88

WATKINS,CO

A/C Reg. No. N195RC

Time (Lc1) - 1228 MDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
3. LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

5. TERRAIN CONDITION - SOFT
6. LANDING GEAR,MAIN GEAR - OVERLOAD

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

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

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. - 1041 8/04/88 GUFFEY, CO A/C Reg. No. N182VR Time (Lcl) - 0900 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
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/015 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CANON CITY, CO
Destination
BOZEMAN, MT

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 - GRASS/TURF
Runway Status - WET

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

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

Age - 62
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1501
Make/Model- 489
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND A FRIEND DEPARTED ON A X-COUNTRY FLT. WX AT DEPARTURE POINT WAS VFR BUT 10 MILES NORTH, THE FLT ENCOUNTERED LOW CLOUDS AND FOG. THE FLT CONTINUED INTO IFR CONDITIONS FOR 10 MILES. THE PLT SAID HE MADE A TURN TO REVERSE COURSE AND ELECTED TO LAND IN A ROCKY FIELD. DURING LANDING ROLL, THE LEFT WING STRUCK A TELEPHONE POLE AND TORE THE WING OFF. THE FUSELAGE CAME TO REST AND A POSTCRASH FIRE DESTROYED THE WRECKAGE. THE PLT ATTEMPTED TO EXTINGUISH THE FIRE WITH THE ON BOARD EXTINGUISHER, WITHOUT SUCCESS.

Brief of Accident (Continued)

File No. - 1041

8/04/88

GUFFEY,CO

A/C Reg. No. N182VR

Time (Lcl) - 0900 MDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
 4. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 7. OBJECT - POLE
-

----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) 1,2,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1151 8/13/88 PUEBLO, CO A/C Reg. No. N2341Z Time (Lcl) - 1310 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

2

None

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 - FSS
Method - TELEPHONE
Completeness - FULL
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

ENGLEWOOD, CO

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PUEBLO MEM

Runway Ident - 08R

Runway Lth/Wid - 4073/ 75

Runway Surface - CONCRETE

Runway Status - DRY

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

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-150.

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

Total	-	108	Last 24 Hrs -	1
Make/Model-	25		Last 30 Days-	6
Instrument-	3		Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & 2 FAMILY MEMBERS WERE DEPARTING ON A X-COUNTRY FLT. AFTER TAKEOFF, THE TERRAIN ROSE FASTER THAN THE ACFT COULD CLIMB. AFTER FLYING APRX 1 MI, THE PLT ATTEMPTED TO MAKE A SHALLOW TURN BACK TOWARD THE ARPT; HOWEVER, DRG THE TURN, THE ACFT SETTLED TO THE GROUND. AFTER CONTACTING THE GROUND, THE ACFT SLID ABOUT 130' BEFORE COMING TO REST. THE PLT STATED THE ACFT CARRIED FULL FUEL (59.8 GAL), 2 ADULTS, 1 MINOR & 100 LBS OF BAGGAGE. THE CONTROL TOWER RPRTD THE DENSITY ALT WAS ABOUT 8000' AT THE TIME OF TAKEOFF.

Brief of Accident (Continued)

File No. - 1151

8/13/88

PUEBLO,CO

A/C Reg. No. N2341Z

Time (Lc1) - 1310 MDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. TERRAIN CONDITION - RISING
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. PROPER CLIMB RATE - NOT POSSIBLE -

-----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. - 1088 9/05/88 SALIDA,CO A/C Reg. No. N71949 Time (Lcl) - 1415 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - GLASFLUGEL H-301
Landing Gear - HULL
Max Gross Wt - 660
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- 260/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALIDA,CO
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

HARRIET ALEXANDER
Runway Ident - 06
Runway Lth/Wid - 6065/ 60
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL

GLIDER

Age - 24

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - SGS-233

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 127 Last 24 Hrs - 1

Make/Model- 14 Last 30 Days- 3

Instrument- 0 Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES SAID THE ACFT WAS APRX 200 FT AGL ON THE DOWNWIND LEG, BUT CLOSE IN TO THE RWY AS IT RETURNED TO THE ARPT FOR LANDING. ACFT ENTERED A 60 DEG RIGHT BANK TO BASE LEG. NOSE ROSE SLIGHTLY AND ACFT ROLLED INVERTED. ACFT MADE ONE-HALF TO THREE-QUARTERS SPIN BEFORE IMPACTING GROUND. THERE WAS NO EVIDENCE OF PRE-IMPACT FAILURE OF AIRFRAME OR FLT CONTROLS. VMC PREVAILED. COMMERCIAL PLT WAS A STUDENT AT THE U.S. AIR FORCE ACADEMY.

Brief of Accident (Continued)

File No. - 1088

9/05/88

SALIDA, CO

A/C Reg. No. N71949

Time (Lcl) - 1415 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. PLANNED APPROACH - POOR - PILOT IN COMMAND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 1113 6/01/88 N FORT MYERS, FL A/C Reg. No. N98178 Time (Lcl) - 1715 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - PIPER J3C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 060/012 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

PINE SHADOWS AIRPARK

Runway Ident - 27

Runway Lth/Wid - 3200/ 60

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND, SE SEA

Age - 60

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 8000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TKOF ON RWY 27 WITH THE WIND FM 060 DEG AT 12 GUSTING 23 KTS. DENSITY ALT WAS 2100'. WITNESSES SAID THE ACFT WAS IN A SLOW SPEED, NOSE HI CLIMB, WHEN ENG PWR WAS INTERRUPTED MOMENTARILY. PWR WAS RESTORED, BUT SOON THEREAFTER, THE ACFT ROLLED RGT, ENTERED A DSCNT FM ABT 200' AGL & CRASHED IN A STEEP NOSE-DOWN ATTITUDE. NO PREIMPACT MECHANICAL FAILURE WAS FND. THE ACFT HAD BEEN SVCD WITH AUTO FUEL, BUT NO STC HAD BEEN APPROVED FOR SUCH FUEL. NO WEIGHT & BALANCE (W/B) INFO WAS AVAILABLE IN THE LOGS. USING W/B INFO FROM WHEN THE ACFT WAS MANUFACTURED, CORRECTED FOR INSTALLATION OF FUEL TANKS, THE ACFT WAS ESTD TO HAVE BEEN 68 LBS OVER ITS MAX GROSS WT LIMIT. THE TEMP & DEW POINT WERE 89 & 68 DEGS, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARB ICING COULD HAVE OCCURRED AT GLIDE POWER. THE CARB HEAT WAS FND IN THE COLD OR OFF POSITION.

Brief of Accident (Continued)

File No. - 1113

6/01/88

N FORT MYERS, FL

A/C Reg. No. N98178

Time (Lcl) - 1715 EDT

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

Finding(s)

1. FLUID, FUEL GRADE - IMPROPER
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. - NOT USED - PILOT IN COMMAND
5. FUEL SYSTEM, CARBURETOR - ICE

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

Finding(s)

6. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
7. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
8. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
9. WEATHER CONDITION - TAILWIND
10. WEATHER CONDITION - GUSTS
11. WEATHER CONDITION - TURBULENCE
12. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
13. STALL - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,12,13

Factor(s) relating to this accident is/are finding(s) 2,3,7,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1184 6/17/88 MIAMI LAKES, FL A/C Reg. No. N560JB Time (Lcl) - 1927 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-31-P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7800
No. of Seats - 7

Eng Make/Model - LYCOMING TIGO-541-E1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 425 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- 110/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
OPA LOCKA, FL
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
OPA LOCKA
Runway Ident - 09L
Runway Lth/Wid - 8002/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - BE-95

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3444 Last 24 Hrs - 3
Make/Model- 270 Last 30 Days- 79
Instrument- 167 Last 90 Days- 224
Multi-Eng - 669

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI), WHO SURVIVED, WAS FLYING THE ACFT FM THE RGT FNT SEAT WHILE THE OWNER/PLT WAS IN THE LEFT SEAT. THE FLT HAD PROGRESSED NORMALLY UNTIL THE PLTS RTRND TO THE ARPT TO LND. CLNC WAS RECEIVED TO LND ON RWY 9L. ACCORDING TO THE CFI, HE LOWERED THE LNDG GEAR, SELECTED 10 DEG OF FLAPS & NOTED HE NEEDED EXCESSIVE BACK PRESSURE ON THE CTL YOKE TO KEEP THE ACFT FM DSCNDG. ALSO, HE STATED HE WAS UNABLE TO RELIEVE THE PRESSURE WITH ELEC OR MANUAL TRIM. HE ASKED THE PLT/OWNER TO USE HIS ELEC TRIM (ON THE LEFT YOKE), BUT THIS DID NOT HELP. THE CFI STATED HE RETRACTED THE FLAPS & INCREASED PWR, BUT THE ACFT CONTD TO SETTLE. SUBSEQUENTLY, IT HIT A TREE & A POLE, THEN IMPACTED THE GND & STRUCK A VEHICLE BEFORE STOPPING. A FIRE ERUPTED & ALL 3 OCCUPANTS WERE BURNED WHILE EVACUATING THE ACFT. THE PLT/OWNER DIED FM HIS INJURIES. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND DRG THE INVESTIGATION. FLT TEST DATA CONCERNING THRUST-DRAG RATIO SHOWED THAT INDUCED DRAG INCREASES RAPIDLY BELOW 90 KTS. WITNESSES SAID THE ACFT WAS LOW/SLOW ON FINAL APCH.

Brief of Accident (Continued)

File No. - 1184

6/17/88

MIAMI LAKES, FL

A/C Reg. No. N560JB

Time (Lcl) - 1927 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. DESCENT - INADVERTENT -
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. OBJECT - TREE(S)
6. OBJECT - UTILITY POLE

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

Finding(s)

7. OBJECT - VEHICLE

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

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

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

Brief of Accident

File No. - 1133 6/18/88 ORLANDO, FL A/C Reg. No. N33KA Time (Lcl) - 1630 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - KENNEDY SKYCYCLE 2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTAX 532
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- 100/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4400 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 - 60
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 2000	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GYROPLANE WAS ON A LOCAL DEMONSTRATION FLT. THE PASSENGER (PAX) STATED THE PLT TOOK OFF, CLIMBED TO APRX 500 FT AGL, DESCENDED TO APRX 20 FT AGL & MANEUVERED NEAR OBSERVERS. HE SAID THE PLT THEN ADDED POWER & INITIATED A 30 DEG CLIMB ATTITUDE. THE PAX REMEMBERED EXPERIENCING A NEGATIVE "G" SENSATION & SAID THE PLT WAS MOVING THE STICK AROUND, TRYING TO FIND OUT "WHERE THEY WERE." THE GYROPLANE THEN DESCENDED & STRUCK THE GROUND. AN EXAM OF THE ACFT REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION OF THE POWERPLANT, AIRFRAME OR FLT CONTROLS. THE PLT DID NOT HAVE THE REQUIRED ROTORCRAFT CATEGORY & GYROPLANE CLASS RATING. HIS MEDICAL CERTIFICATE REQUIRED HIM TO WEAR CORRECTING LENSES WHILE EXERCISING THE PRIVILEGES OF HIS AIRMAN CERTIFICATE. ACCORDING TO A WITNESS, THE PLT WAS NOT WEARING GLASSES. THE GYROPLANE HAD NOT BEEN ISSUED AN AIRWORTHINESS CERTIFICATE BY THE FAA.

Brief of Accident (Continued)

File No. - 1133

6/18/88

ORLANDO, FL

A/C Reg. No. N33KA

Time (Lc1) - 1630 EDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. INADEQUATE CERTIFICATION/APPROVAL, AIRCRAFT - COMPANY/OPERATOR MGMT
3. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
6. 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) 3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1163 6/24/88 TAMPA, FL A/C Reg. No. N9658X Time (Lcl) - 1830 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 230/004 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FORT LAUDERDALE, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TOPP OF TAMPA
Runway Ident - 14
Runway Lth/Wid - 3708/ 50
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

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

Age - 29
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	835
Make/Model-	3
Instrument-	98
Multi-Eng -	400
Last 24 Hrs -	4
Last 30 Days-	41
Last 90 Days-	128
Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG THE TAKEOFF ROLL, HE "ROTATED AIRCRAFT AT 65 KTS" BUT IT WOULD NOT BECOME AIRBORNE. HE THEN ABORTED THE TAKEOFF, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. AFTER DEPARTING THE RWY, THE ACFT HIT A DITCH & NOSED OVER. AN EXAM OF THE FLT CONTROLS & ENG REVEALED NO EVIDENCE OF A MALFUNCTION OR FAILURE. THE ELEVATOR TRIM TAB WAS FOUND AT A 9 DEG NOSE DOWN TRIM POSITION. NORMAL ELEVATOR TRIM FOR TAKEOFF CORRESPONDS TO A 3 DEG NOSE DOWN POSITION.

Brief of Accident (Continued)

File No. - 1163

6/24/88

TAMPA, FL

A/C Reg. No. N9658X

Time (Lc1) - 1830 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. LIFT-OFF - NOT ATTAINED -
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

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

Finding(s)

7. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1181 6/25/88 MADEIRA BEACH, FL A/C Reg. No. N15986 Time (Lcl) - 1700 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

-----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 - UNK/NR
Stall Warning System - YES

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

Weather Data

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

Itinerary

Last Departure Point
CLEARWATER, FL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 300/009 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 4000 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 - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 34

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

Medical Certificate - NO MEDICAL

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE ACFT WAS FLYING ABOUT 20 FEET ABOVE THE BAY WHEN THE LEFT WING DIPPED INTO THE WATER. THE AIRPLANE CARTWHEELED AND SANK. WITNESSES SAID THE AIRCRAFT HAD BEEN BUZZING HOMES AND BOATS ALL ALONG THE COAST, FROM CLEARWATER SOUTH TO THE AREA OF THE CRASH. TOXICOLOGICAL STUDIES ON THE PILOT REVEALED A BLOOD ALCOHOL LEVEL OF 0.25%. INVESTIGATION REVEALED THAT THE OPERATOR OF THE AIRCRAFT DID NOT POSSESS AN AIRMAN CERTIFICATE OR A STUDENT PILOT MEDICAL CERTIFICATE. THE AIRCRAFT WAS REGISTERED TO THE PILOT'S DECEASED FATHER. ACCORDING TO PERSONNEL AT THE AIRPORT WHERE THE AIRCRAFT WAS BASED, THE PILOT HAD BEEN USING THE AIRPLANE SINCE THE ANNUAL INSPECTION WAS COMPLETED ON MAY 16, 1988.

Brief of Accident (Continued)

File No. - 1181

6/25/88

MADEIRA BEACH, FL

A/C Reg. No. N15986

Time (Lcl) - 1700 EDT

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

Finding(s)

1. BUZZING - INTENTIONAL - PILOT IN COMMAND
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

----Probable Cause----

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

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

Brief of Accident

File No. - 1131 7/04/88 LAKE WALES, FL A/C Reg. No. N65DF Time (Lcl) - 1950 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire

NONE

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

Make/Model - FRANKLIN DRIFTER XP-503

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1000

No. of Seats - 2

Eng Make/Model - ROTAX 532LC

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 65 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 070/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4600 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
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND, SE SEA

Age - 42

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2900

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER RPRTD THE PLT FLEW THE ACFT AT A COMPANY PICNIC WITHOUT AUTHORIZATION. COMPANY PSNL SAW THE EXPERIMENTAL, AMATEUR BUILT ACFT TAKEOFF FROM THE COMPANY STRIP, THEN MANEUVER FOR A LOW PASS OVER THE AREA AT ABOUT 150 TO 200 FT AGL. SOME ESTIMATED THE PASS WAS MADE WITH A SPEED IN EXCESS OF 100 MPH. THE NEVER EXCEED (VNE) SPEED FOR THE ACFT WAS 95 MPH. AS THE ACFT APCHD THE AREA OF THE PICNIC, WITNESSES HEARD A BUZZING OR FLUTTERING SOUND. AS IT CONTINUED OVERHEAD, WITNESSES NOTED THE LEFT AILERON HAD BECOME DETACHED FROM THE OUTBOARD END & HAD FOLDED AFT. SUBSEQUENTLY, THE RGT AILERON FAILED IN A SIMILAR MANNER. THE ACFT ENTERED A CLIMB & SOME WITNESSES NOTED A POWER REDUCTION AS IF THE PLT WAS TRYING TO SLOW THE ACFT. HOWEVER, THE ACFT ROLLED & ENTERED A DSCNT WHICH WAS DESCRIBED AS A STALL/SPIN CONDITION. RPRTDLY, THE PLT WAS AWARE OF THE ACFT'S TENDENCY TO ENCTR AILERON BUZZ OR FLUTTER WHEN ACCELERATED ABOVE 100 MPH.

Brief of Accident (Continued)

File No. - 1131

7/04/88

LAKE WALES, FL

A/C Reg. No. N65DF

Time (Lcl) - 1950 EDT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. AIRSPEED(VNE) - EXCEEDED - PILOT IN COMMAND
4. FLIGHT CONTROL,AILERON - FLUTTER
5. FLIGHT CONTROL,AILERON ATTACHMENT - FAILURE,TOTAL
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1120 4/01/88 JASPER,GA A/C Reg. No. N3638N Time (Lcl) - 1245 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - MOONEY M20G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2525
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 140/005 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 500 FT SCATTERED
Lowest Ceiling - 1000 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BLAIRSVILLE,GA
Destination
STOCKBRIDGE,GA

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 - 54
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - M20

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1599 Last 24 Hrs - 1
Make/Model- 1365 Last 30 Days- UNK/NR
Instrument- 56 Last 90 Days- 18
Multi-Eng - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE DEPG BLAIRSVILLE, THE PLT REQD THE CURRENT ATLANTA WX FOR THE DEKALB-PEACHTREE ARPT & FOR AN AFTERNOON OUTLOOK. HE TOLD THE BRIEFER THAT HE HAD RECEIVED A PREVIOUS WX BRIEFING. HE WAS INFORMED THAT THE FORECAST WAS FOR INSTRUMENT CONDS UNTIL NOON WITH A CHANCE OF OVERCAST SKIES AT 1500 FT. HE DEPARTED BLAIRSVILLE AT 1210 EST WITH INTENTIONS OF FOLLOWING HIGHWAYS TO THE ATLANTA AREA. A PERSON, WHO WAS DRIVING A CAR BETWEEN BLAIRSVILLE & THE SUBSEQUENT CRASH SITE, SAW A MOONEY FLYING IN & OUT OF FOG AT ABOUT 150' AGL. THERE WAS RAIN, LOW CEILING & POOR VIS ALONG THAT ROUTE. WHEN THE ACFT DID NOT ARRIVE AT THE DESTN, A SEARCH WAS BEGUN. THE ACFT WAS FND WHERE IT HAD CRASHED ON RISING, WOODED TERRAIN ON MT OGLETHORPE AT AN ELEV OF ABOUT 3290'. AN EXAM REVEALED THE ACFT WAS IN LEVEL FLT JUST BEFORE IMPACT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. ALTHOUGH THE PLT WAS INSTRUMENT RATED, HE HAD NO RECENT INSTRUMENT FLT TIME.

Brief of Accident (Continued)

File No. - 1120

4/01/88

JASPER,GA

A/C Reg. No. N3638N

Time (Lcl) - 1245 EST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - FOG
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - RISING

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1200 5/22/88 BLUE RIDGE,GA A/C Reg. No. N80582 Time (Lcl) - 1845 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

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

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

Make/Model - GLOBE GC-1A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 1570
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
MORRISTOWN,TN
Destination
ATHENS,TN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 850
Make/Model- 600
Instrument- 58
Multi-Eng - 0
Last 24 Hrs - 3
Last 30 Days- 6
Last 90 Days- 11
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE ENCOUNTERED DETERIORATING WX CONDITIONS DURING THE FLT. HE MADE A 180 DEGREE TURN AND OTHER COURSE CHANGES IN AN ATTEMPT TO RETURN TO BETTER WX, BUT WAS UNABLE TO MAINTAIN VFR FLT. HE SUBSEQUENTLY ELECTED TO MAKE A PRECAUTIONARY LDG ON A HIGHWAY. DURING AN ATTEMPT TO LAND, THE AIRPLANE STRUCK UTILITY WIRES, FELL TO THE TERRAIN BELOW, AND LANDED HARD. THE PLT NOTED THAT HE HAD RECEIVED A "FAVORABLE WX ANALYSIS" PRIOR TO DEPARTURE; HOWEVER, HE DID NOT ELABORATE ON THE CONTENT OF THE BRIEFING. THE BRIEFING WAS OBTAINED BY TELEPHONE ABOUT 1.5 HRS BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1200

5/22/88

BLUE RIDGE, GA

A/C Reg. No. N80582

Time (Lc1) - 1845 EDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - OBSCURATION
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
6. OBJECT - WIRE, TRANSMISSION
7. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
8. VISUAL/AURAL DETECTION - PILOT IN COMMAND

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

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1127 6/14/88 NEWNAN, GA A/C Reg. No. N7776F Time (Lcl) - 0805 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
DESTROYED
Fire
ON GROUND

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

ON AIRPORT

Airport Data

NEWNAN-COWETA COUNTY
Runway Ident - 14
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 65
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	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING A LOCAL FLT, THE STUDENT PLT RETURNED TO THE ARPT, BUT DRG THE LANDING, THE ACFT TOUCHED DOWN ABT 60' SHORT OF THE RWY. SHORTLY AFTER TOUCHING DOWN, THE NOSE GEAR SHEARED OFF. THE ACFT THEN TRAVELED ABT 370 FT FURTHER BEFORE COMING TO REST BESIDE THE RWY. A POST-IMPACT FIRE ERUPTED & THE ACFT WAS DESTROYED.

Brief of Accident (Continued)

File No. - 1127

6/14/88

NEWNAN,GA

A/C Reg. No. N7776F

Time (Lc1) - 0805 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

2. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1115 10/07/88 SAVANNAH,GA A/C Reg. No. N7769N Time (Lcl) - 1444 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360
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- 350/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BROOKSVILLE,FL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

SAVANNAH INTL
Runway Ident - 09
Runway Lth/Wid - 9003/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 67
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 529
Make/Model- 314
Instrument- 3
Multi-Eng - 0
Last 24 Hrs - 3
Last 30 Days- 4
Last 90 Days- 13
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING WITH A LEFT X-WIND, THE ACFT VEERED TO THE LEFT & WENT OFF THE RWY. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED IN SOFT TERRAIN. THE PLT THOUGHT TOWER PERSONNEL HAD TOLD HIM THE WIND WAS FROM 030 DEG AT 9 KTS. A CHECK OF THE TRANSCRIPT REVEALED THAT JUST BEFORE LANDING, THE PLT WAS TOLD THE WIND WAS FROM 350 DEG AT 12 KTS. THE 1353 EDT WIND AT SAVANNAH WAS FROM 040 DEG AT 10 KTS.

Brief of Accident (Continued)

File No. - 1115

10/07/88

SAVANNAH,GA

A/C Reg. No. N7769N

Time (Lcl) - 1444 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT
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) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1038 7/25/88 UNDERWOOD, IA A/C Reg. No. N69240 Time (Lcl) - 1845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OMAHA, NE
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 23

Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	-	680	Last 24 Hrs - 7
Make/Model-	275	Last 30 Days-	191
Instrument-	68	Last 90 Days-	370
Multi-Eng -	35		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND STUDENT WERE PERFORMING MANEUVERS NEAR UNDERWOOD, IA AS PART OF 14 CFR 61 STU PILOT TRNG. THE ACFT WAS FLOWN FOR ABT 1/2 HR, PRIOR TO THE CFI TAKING CONTROL OF THE ACFT WHEN THE STU EXPERIENCED A LOSS OF ENG PWR DURING RECOVERY FM A MANEUVER. THE CFI STATED HE ATTEMPTD A RESTART OF THE ENG WITH A WINDMILLING PROPELLER. THE CFI THEN MADE AN EMERG LNDG INTO A MATURE SOYBEAN FIELD. DURING THE LNDG ROLL, THE ACFT NOSEGEAR COLLAPSED AND THE ACFT FLIPPED INVERTED. AFTER REMOVAL OF THE ACFT FM THE FIELD, ENG WAS FURTHER INSPECTED AND RUN. ENG CONTROLS WERE CHKD AND FOUND TO OPERATE IN A NRML MANNER. FUEL QUANTITY AND QUALITY WERE CHKD AND FOUND TO BE OK. NO DESCREPARNCIES WERE FOUND WITH THE ACFT ENG OR FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1038

7/25/88

UNDERWOOD,IA

A/C Reg. No. N69240

Time (Lc1) - 1845 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION
3. LANDING GEAR,NOSE GEAR - OVERLOAD
4. LANDING GEAR,NOSE GEAR - COLLAPSED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1034 8/11/88 SUMNER, IA A/C Reg. No. N4999R Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4200
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SUMNER, IA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

SUMNER
Runway Ident - 18
Runway Lth/Wid - 1900 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - C-182RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5236	Last 24 Hrs	- 1
Make/Model-	1348	Last 30 Days-	32
Instrument-	230	Last 90 Days-	100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF FOR AN AERIAL APPLICATION OPERATION, THE PILOT SAID HE WAS NOT ABLE TO CLIMB HIGH ENOUGH TO CLEAR A 4 FOOT HIGH ROAD AT THE END OF THE RUNWAY. HE COLLIDED WITH THE ROAD, SHEARING OFF THE MAIN LDG GEAR AND SUBSTANTIALLY DAMAGING THE ACFT. HE SAID HE THOUGHT THE FIELD WAS ABOUT 400 FEET LONGER THAN IT WAS, 2300 INSTEAD OF 1900. HE HAD ABOUT A 170 GALLON LOAD OF INSECTICIDE ON BOARD, AND THE DENSITY ALTITUDE WAS NEAR 2500 MSL.

Brief of Accident (Continued)

File No. - 1034

8/11/88

SUMNER,IA

A/C Reg. No. N4999R

Time (Lcl) - 0930 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 4. TERRAIN CONDITION - ROADWAY/HIGHWAY
 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 6. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1077 9/06/88 BURLINGTON, IA A/C Reg. No. N5458P Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	PEORIA, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BURLINGTON, IA	BURLINGTON
Wind Dir/Speed- 330/007 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6702/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 96
	Months Since - N/A	Make/Model- 31
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ARRIVING AT THE DESTINATION APT, ON A SOLO CROSS COUNTRY FLT, THE PLT SAID UNICOM ADVISED A LANDING ON RWY 18. THE LOCAL FSS REPORTED THE WINDS TO BE OUT OF THE NORTHWEST FAVORING RUNWAY 36. THE PLT ELECTED TO LAND ON RWY 18 BASED ON THE UNICOM ADVISORY, AND AFTER PORPOISING DURING THE LDG PHASE, LANDED HARD ON THE NOSE WHEEL COLLAPSING THE NOSE GEAR, AND DAMAGING THE PROPELLER.

Brief of Accident (Continued)

File No. - 1077

9/06/88

BURLINGTON, IA

A/C Reg. No. N5458P

Time (Lcl) - 1200 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. PORPOISE - INADVERTENT - PILOT IN COMMAND
3. WIND INFORMATION - INACCURATE - AIRPORT PERSONNEL

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1091 9/14/88 DAVENPORT, IA A/C Reg. No. N6917Q Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH A23	Eng Make/Model - LYCOMING IO-360-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	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	WALKER, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MOLINE, IL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 250
SE LAND	Months Since - 19	Make/Model- 53
	Aircraft Type - C-172	Instrument- 7
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC SAID THERE WAS A LOUD METALLIC EXPLOSION IN THE ENGINE COMPARTMENT. WHEN THE ACFT WAS ABOUT 7 MILES FROM THE DESTINATION APT AND BEGINNING A DESCENT. THE AIRCRAFT BEGAN VIBRATING VIOLENTLY AND THE WINDSHIELD BECAME COVERED WITH ENGINE OIL. ATTEMPTS WERE MADE BY THE CONTROL TOWER TO VECTOR THE ACFT TO THE AIRPORT, BUT THE PLT WAS UNABLE TO MAKE VISUAL CONTACT. HE ELECTED TO LAND ON A LIGHTED CITY STREET. HE ATTEMPTED TO LAND BEYOND A POINT WHERE TRAFFIC WAS WAITING FOR A SIGNAL TO CHANGE, BUT AS HE PASSED BY THE TRAFFIC LIGHTS THE TRAFFIC BEGAN TO MOVE FORWARD. HE APPLIED FULL FLAPS PULLED BACK ON THE CONTROL WHEEL, BALLOONED BACK INTO THE AIR, STRUCK SOME WIRES, THEN HIT THE TERRAIN AND SLID TO STOP, SIDEWAYS, MINUS THE LDG GEAR. THE GEAR HAD BEEN SHEARED OFF. POST ACCIDENT INVESTIGATION REVEALED A CATASTROPHIC ENGINE FAILURE DUE TO A CONNECTING ROD.

Brief of Accident (Continued)

File No. - 1091

9/14/88

DAVENPORT, IA

A/C Reg. No. N6917Q

Time (Lcl) - 1930 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FOULED
3. VISUAL LOOKOUT - RESTRICTED -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
5. OBJECT - WIRE,STATIC

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - ROADWAY/HIGHWAY
7. LANDING GEAR,MAIN GEAR - SHEARED

----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. - 1102 4/08/88 SODA SPRINGS, ID A/C Reg. No. N291NC Time (Lcl) - 2125 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CORPORATE AIR	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	2	0	0	0
Accident Occurred During	-DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model	- AERO COMMANDER 680FL	Eng Make/Model	- LYCOMING IO-720-B1B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 400 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	BILLINGS, MT			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- UNK/NR	SALT LAKE CITY, UT		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR			Runway Lth/Wid	- N/A
Visibility	- UNK/NR	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- IFR	Runway Status	- N/A
Lowest Ceiling	- BROKEN	Type of Clearance	- IFR		
Obstructions to Vision	- UNK/NR	Type Apch/Lndg	- NONE		
Precipitation	- SNOW SHOWER				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 5013	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 4	Make/Model - 50	Last 30 Days - 34
	Aircraft Type - 680FL	Instrument - 550	Last 90 Days - 157
		Multi-Eng - 3013	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE ON A NIGHT IFR CARGO FLT, THE PLT REQD & WAS CLRD FOR A DSCNT FROM AN IFR CRUISE ALT OF 16,000 FT TO PROCEED VFR-ON-TOP. THE LAST TRANSMISSION FROM THE ACFT WAS AT 2106 WHEN THE PLT ACKNOWLEDGED THAT HE WAS FAMILIAR WITH THE TERRAIN ALONG THE ROUTE. AT 2121:51 MDT, RADAR CONTACT WAS LOST AFTER THE ACFT MADE AN APRX 360 DEGREE LEFT TURN & DESCENDED THRU 13,800'. SHORTLY AFTER THAT, THE CONTROLLER TRIED TO CALL THE PLT TO INFORM HIM THAT RADAR CONTACT WAS LOST, BUT WAS UNABLE TO MAKE RADIO CONTACT. LATER, WRECKAGE OF THE ACFT WAS FOUND WHERE IT HAD CRASHED ABOUT 2 MI SW OF WERE RADAR CONTACT WAS LOST. THE WRECKAGE WAS SCATTERED OVER AN AREA OF MORE THAN ONE MILE. AN INVESTIGATION REVEALED THE LEFT WING & RGT HORIZONTAL STABILIZER HAD SEPD UPWARD FROM OVERLOAD. NO PRE-ACDNT FATIGUE OR PART FAILURE/MALFUNCTION WAS FND. WX RPRTS & PIREPS INDCD MODERATE TURBC & TOWERING CUMULUS CLOUDS IN THE AREA. APRX 60 MI WEST AT POCATELLO, ID, SNOW SHOWERS WERE RPRTD; 2 TO 3 INCHES OF SNOW FELL ON THE WRECKAGE OVERNIGHT.

Brief of Accident (Continued)

File No. - 1102

4/08/88

SODA SPRINGS, ID

A/C Reg. No. N291NC

Time (Lcl) - 2125 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - SNOW
3. WEATHER CONDITION - THUNDERSTORM
4. WEATHER CONDITION - TURBULENCE
5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
6. WING - OVERLOAD
7. WING - SEPARATION
8. HORIZONTAL STABILIZER SURFACE - OVERLOAD
9. HORIZONTAL STABILIZER SURFACE - 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) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

Brief of Accident

File No. - 1165 8/29/88 CALDWELL, ID A/C Reg. No. N23204 Time (Lcl) - 1806 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/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- 035/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- SMOKE
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

HUBLER
Runway Ident - 10
Runway Lth/Wid - 2800-N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 64
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-150H

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 274
Last 24 Hrs - 1
Make/Model- 17
Last 30 Days- 6
Instrument- UNK/NR
Last 90 Days- 16
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FLEW TO HUBLER FIELD (A PVT 2800' STRIP) & LANDED. AFTER LANDING ON RWY 10, HE TAXIED BACK TO THE APCH END & TOOK OFF AGAIN. AS THE ACFT WAS CLIMBING, ABOUT 60' OVER TREES AT THE DEPARTURE END, IT ROLLED ABRUPTLY TO THE LEFT, ENTERED A STEEP DESCENT & CRASHED IN A NOSE DOWN ATTITUDE. AN EXAM OF THE ACFT REVEALED THE WING FLAPS WERE FULLY EXTENDED. ACCORDING TO THE ACFT HANDBOOK, NORMAL TAKEOFFS SHOULD BE MADE WITH THE FLAPS FULLY RETRACTED & ONLY 10 DEG OF FLAPS SHOULD BE USED FOR SHORT OR SOFT FIELD TAKEOFFS. THE TEMP & DENSITY ALT WERE 96 DEG & 5450', RESPECTIVELY.

Brief of Accident (Continued)

File No. - 1165

8/29/88

CALDWELL, ID

A/C Reg. No. N23204

Time (Lcl) - 1806 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1168 9/03/88 DIXIE, ID A/C Reg. No. N5085E Time (Lcl) - 1445 PDT

-----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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-K
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- VARIABLE
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
DIXIE, ID

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

DIXIE TOWN
Runway Ident - 36
Runway Lth/Wid - 2300/ 75
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1640	Last 24 Hrs - 0
Make/Model- 376	Last 30 Days- 28
Instrument- 160	Last 90 Days- 53

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH TO LAND AT THE HIGH ALT ARPT, THE PLT ELECTED TO GO AROUND & LAND AT A SLOWER SPEED. HE RPRTD THAT AS HE NEARED THE RWY ON THE 2ND APCH, THE ACFT ENCTRD A SUDDEN WIND SHEAR, WHICH CAUSED IT TO DROP & BANK TO THE LEFT. SUBSEQUENTLY, THE LEFT WING STRUCK A TREE & THE ACFT CRASHED. THE DENSITY ALT AT THE ARPT WAS COMPUTED TO BE APRX 9000 FT.

Brief of Accident (Continued)

File No. - 1168

9/03/88

DIXIE, ID

A/C Reg. No. N5085E

Time (Lc1) - 1445 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. OBJECT - TREE(S)
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1027 9/23/88 COEUR D'ALENE, ID A/C Reg. No. N3647N Time (Lcl) - 1330 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 315/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BUTTE, MT
Destination
COEUR D'ALENE, ID

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43

Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - J3C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 469
Last 24 Hrs	- 7
Last 30 Days	- 69
Last 90 Days	- 83
Multi-Eng	- UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHEN PAX BECAME ILL, PLT ELECTED TO LAND IN A PASTURE. GEAR CONTACTED DIRT MOUND HIDDEN BY TALL GRASS, SEPARATING GEAR.

Brief of Accident (Continued)

File No. - 1027

9/23/88

COEUR D'ALENE, ID

A/C Reg. No. N3647N

Time (Lcl) - 1330 PDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

1. PHYSICAL IMPAIRMENT(MOTION SICKNESS) - PASSENGER
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. TERRAIN CONDITION - HIDDEN OBSTRUCTION(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) 3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No: - 1170 10/23/88 POST FALLS, ID A/C Reg. No. N3691J Time (Lcl) - 1445 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150G
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 - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

OTTERSON
Runway Ident - 24
Runway Lth/Wid - 1500/ 60
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 59
Make/Model- 53
Instrument- 1
Multi-Eng - 2
Last 24 Hrs - 1
Last 30 Days- 4
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DUE TO THE AIRSTRIP CONDS, HE WAS MAKING A LOW, FLAT APCH. HE WAS USING CARB HEAT. WHEN POWER APPLICATION BECAME NECESSARY, JUST BEFORE LANDING, THE ENG DID NOT RESPOND IMMEDIATELY. THE PLT MAINTAINED A NOSE HIGH ATTITUDE TO AVOID OBSTACLES NEAR THE APCH END OF THE RWY. SUBSEQUENTLY, THE ACFT MUSHED ONTO THE RWY FROM ABOUT 10 FT AGL, COLLAPSING THE NOSE GEAR. THE PLT RPRTD THE WIND WAS FROM 270 DEG AT 10 GUSTING 12 KTS. HE BELIEVED THE ACFT MAY HAVE ENCTR'D A DOWNDRAFT, ALTHOUGH THIS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1170

10/23/88

POST FALLS, ID

A/C Reg. No. N3691J

Time (Lcl) - 1445 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. FLARE - IMPROPER - 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) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 1139 2/07/88 WHEELER, IN A/C Reg. No. N8568A Time (Lcl) - 1418 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - BEECH A35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 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- 250/015 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JOLIET, IL
Destination
LA PORTE, IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 309
Last 24 Hrs - 1
Make/Model- 17
Last 30 Days- UNK/NR
Instrument- 11
Last 90 Days- 10
Multi-Eng - 0
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BEING OPERATED IAW A FERRY PERMIT TO OBTAIN AN ANNUAL INSPN. THE PREV ANNUAL INSPN WAS ON 3/13/85. DRG FLT ABT 1.3 HRS AFTER TAKEOFF, THE ENG LOST PWR. THE PLT NOTED THE FUEL PRES WAS ZERO. HE SAID HE TURNED ON THE AUX FUEL PUMP & INSURED THE FUEL SEL WAS PSND TO THE LEFT TANK WHICH HAD A FULL INDCN. HE ALSO OPERATED THE WOBBLE PUMP, BUT GOT NO FUEL PRES, EXCEPT FUEL PRES & ENG POWER WERE OBTAINED FOR SVRL SHORT PERIODS OF TIME, BUT PWR COULD NOT BE SUSTAINED. SUBSEQUENTLY, THE ACFT WAS EXTENSIVELY DAMAGED DRG A FORCED LNDG ON A FROZEN, SNOW COVERED, CORN FIELD. THE ACFT WAS MOVED & DISASSEMBLED BEFORE THE INVESTIGATOR COULD CHECK THE FUEL SYS.

Brief of Accident (Continued)

File No. - 1139

2/07/88

WHEELER, IN

A/C Reg. No. N8568A

Time (Lc1) - 1418 CST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - UNDETERMINED
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - FROZEN
 4. TERRAIN CONDITION - SNOW COVERED
 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) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1199 5/08/88 INDIANAPOLIS, IN A/C Reg. No. N43DR Time (Lcl) - 0815 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - 15000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

MR. COMFORT
Runway Ident - 16
Runway Lth/Wid - 3901/ 75
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 381	Last 24 Hrs	- 2
Make/Model-	88	Last 30 Days-	UNK/NR
Instrument-	72	Last 90 Days-	61
Multi-Eng	- 11		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT, THE STUDENT WAS MAKING A TOUCH-AND-GO LANDING WHEN THE AIRCRAFT TOUCHED DOWN HARD. DURING TOUCHDOWN, THE BOLT AT THE FORWARD END OF THE MAIN LANDING GEAR CLAMP FAILED. SUBSEQUENTLY, THE LEFT MAIN GEAR COLLAPSED & THE LEFT WING CONTACTED THE RUNWAY. THE AIRCRAFT WAS STOPPED ABOUT 75 FT FROM WHERE THE WING CONTACTED THE RUNWAY. THE INSTRUCTOR (CFI) HAD ONLY 381 HOURS OF TOTAL FLIGHT TIME.

Brief of Accident (Continued)

File No. - 1199

5/08/88

INDIANAPOLIS, IN

A/C Reg. No. N43DR

Time (Lcl) - 0815 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No. - 1141 5/20/88 VALPARAISO, IN A/C Reg. No. N312HD Time (Lcl) - 1115 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - DAVIS HEATH MODEL V
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 741
No. of Seats - 1

Eng Make/Model - VOLKSWAGON 1834 CC
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- 120/004 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 7500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

PORTER COUNTY
Runway Ident - 27
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 69
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 210	Last 24 Hrs	- 1
Make/Model-	45	Last 30 Days-	6
Instrument-	UNK/NR	Last 90 Days-	6
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHEN HE APPLIED POWER TO TAKEOFF, THE ACFT "PULLED TO THE RIGHT." HE SAID THE ACFT BECAME AIRBORNE, BUT TOUCHED DOWN AGAIN & CONTD TO GO TO THE RIGHT. ALSO, HE SAID HE TRIED TO CORRECT THE SITUATION WITH LEFT RUDDER, BUT THE RUDDER SEEMED TO BE LOCKED & WOULD NOT MOVE. HE THEN NOTICED THE ACFT WAS HEADING TOWARD AN ILS TOWER, SO HE "BANKED A LITTLE MORE TO THE RIGHT AND MISSED THE TOWER." MOMENTS LATER, THE ACFT HIT THE GROUND. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1141

5/20/88

VALPARAISO, IN

A/C Reg. No. N312HD

Time (Lcl) - 1115 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

Finding(s)

1. FLT CONTROL SYST, RUDDER - UNDETERMINED
2. DIRECTIONAL CONTROL - NOT MAINTAINED -
3. ABORT - NOT PERFORMED - PILOT IN COMMAND
4. OBJECT - AIRPORT FACILITY
5. MANEUVER - ATTEMPTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1009 6/04/88 MANHATTAN,KS A/C Reg. No. N5878C Time (Lcl) - 0935 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	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH 35C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2700
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 150/006 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARRISONVILLE,MO

Destination
JUNCTION CITY,KS

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MARSHAL AAF
Runway Ident - 21
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 47

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	231	Last 24 Hrs -	1
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Make/Model-	104	Last 30 Days-	3
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Instrument-	5	Last 90 Days-	10
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Multi-Eng -	2
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Instrument Rating(s) - NONE

-----Narrative-----

ARRIVING AT THE ORIGINAL DESTINATION APT, THE PIC DECIDED ON AN ALTERNATE, NEARBY AIRPORT, DUE TO CONFUSION REGARDING RUNWAY CONDITIONS AT THE ORIGINAL DESTINATION APT. FLYING TO HIS ALTERNATE, HE ERRONEOUSLY LINED UP AT A MILITARY AIRPORT LOCATED ABOUT 10 MILES SOUTHWEST OF HIS INTENDED LANDING SITE. UPON ARRIVAL AT THE WRONG FIELD, THE PILOT SAID HE WAS TOO HIGH SO MADE DESCENDING TURNS AT A LOW POWER SETTING. UPON ADDING POWER TO STOP THE DESCENT, THE ENGINE QUIT ABRUPTLY AND AN EMERGENCY LDG WAS ATTEMPTED. DURING THE LANDING ATTEMPT ON A BOULDER STREWN FIELD, THE GEAR WAS SHEARED OFF, THEN A COW WAS STRUCK. THE COW PREVENTED THE ACFT FROM CAREENING DOWN A RAVINE. POST ACCIDENT INSPECTION OF THE ENGINE AND FUEL SYSTEM FAILED TO REVEAL ANY MALFUNCTION OR MECHANICAL PROBLEMS. METEOROLOGICAL CONDITIONS WERE CONDUCIVE TO CARBURETOR ICING ACCORDING TO CARBURETOR ICING PROBABILITY CHARTS.

Brief of Accident (Continued)

File No. - 1009

6/04/88

MANHATTAN,KS

A/C Reg. No. N5878C

Time (Lcl) - 0935 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LANDED AT WRONG AIRPORT - ATTEMPTED - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - ANIMAL(S)
7. 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) 4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1015 6/14/88 DIGHTON,KS A/C Reg. No. N731CD Time (Lcl) - 1810 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- CESSNA 188B	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	DIGHTON
Wind Dir/Speed	- 240/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 18
Lowest Sky/Clouds	- 6500 FT SCATTERED	Type of Clearance	- 2900/ 50
Lowest Ceiling	- 20000 FT BROKEN	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 5000
SE LAND	Months Since - 18	Make/Model	- 4800
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- 0
		Last 24 Hrs	- 6
		Last 30 Days	- UNK/NR
		Last 90 Days	- 50
		Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION OPERATION, THE PLT SAID THAT AS HE INITIATED LIFTOFF, THE ACFT TURNED TO THE LEFT AND HE FELT HE HAD NO RUDDER CONTROL. HE HIT A FENCE ON THE APT BOUNDARY, CONTINUED, DUMPED HIS CHEMICAL LOAD, HIT A TREE, AND LANDED IN A FIELD ADJACENT TO A HIGHWAY. A KANSAS STATE HIGHWAY PATROLMAN STATED HE DETECTED A STRONG ODOR OF ALCOHOL ON THE PLT. THE PLT WENT TO THE LOCAL HOSPITAL FOR TREATMENT OF MINOR INJURIES BUT LEFT PRIOR TO RECEIVING TREATMENT. HOSPITAL EMPLOYEES ALSO MADE MENTION OF THE ODOR OF ALCOHOL ON THE PLT. THE PLT LEFT THE AREA IMMEDIATELY AFTER DEPARTING THE HOSPITAL AND COULD NOT BE REACHED FOR TOXICOLOGY TESTS.

Brief of Accident (Continued)

File No. - 1015

6/14/88

DIGHTON,KS

A/C Reg. No. N731CD

Time (Lc1) - 1810 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - FENCE
2. CLIMB - INADEQUATE - PILOT IN COMMAND
3. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
4. LOAD JETTISON - INITIATED -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1039 7/28/88 OLATHE,KS A/C Reg. No. N6722U Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OLATHE,KS
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TRAFFIC ADVISORY
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

OLATHE
Runway Ident - 17
Runway Lth/Wid - 7339/ 190
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 450
Make/Model- 30
Instrument- 12
Multi-Eng - 0
Last 24 Hrs - 0
Last 30 Days- 3
Last 90 Days- 27
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE PILOT SAID THE ENGINE FAILED. HE SAID HE PUMPED THE THROTTLE AND THE ENGINE RESTARTED ABOUT THE SAME TIME THE ACFT RETURNED TO THE RUNWAY. THE ENGINE RESTART PROPELLED THE AFT BACK INTO THE AIR. THE PLT FELT HE HAD SUFFICIENT POWER TO CONTINUE. UPON REACHING ABOUT 100 FEET AGL, HE BEGAN A 180 DEGREE DOWNWIND TURN. ABOUT HALF WAY THROUGH THE TURN THE ENGINE FAILED AGAIN. THE PLT SAID HE TIGHTENED THE TURN, THE STALL HORN SOUNDED, AND THE AIRCRAFT STALLED AND COLLIDED WITH THE TERRAIN. POST-ACCIDENT INVESTIGATION WAS PERFORMED ON THE ENGINE AND FUEL SYSTEM AND THE CAUSE OF THE ENGINE FAILURE WAS UNDETERMINED.

Brief of Accident (Continued)

File No. - 1039

7/28/88

OLATHE,KS

A/C Reg. No. N6722U

Time (Lc1) - 0900 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. POWERPLANT - UNDETERMINED
2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1194 9/01/88 EMPORIA,KS A/C Reg. No. N257AM Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-AIR MIDWEST	MINOR		Fatal		1	0	None
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	0	1	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	2
Accident Occurred During	-CRUISE							

-----Aircraft Information-----

Make/Model	- SWEARINGEN SA-226	Eng Make/Model	- AIRESEARCH TPE-331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 840 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	WICHITA,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KANSAS CITY,MO	EMPORIA
Wind Dir/Speed- 260/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 16000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 7000
SE LAND,ME LAND,SE SEA	Months Since - 6	Make/Model- 2000
	Aircraft Type - SA-227	Instrument- 300
		Multi-Eng - 3000
		Last 24 Hrs - 1
		Last 30 Days- 80
		Last 90 Days- 240
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 17,000 FT, THE 1ST OFFICER'S RGT WINDOW PANEL FAILED & BLEW OUTWARD. A CABIN DECOMPRESSION OCCURRED & THE COPILOT WAS SERIOUSLY INJURED. THE CAPTAIN IMMEDIATELY DESCENDED TO 10,000 FT & CONTINUED TO THEIR DESTINATION WHERE AN OTHERWISE UNEVENTFUL LANDING WAS MADE.

Brief of Accident (Continued)

File No. - 1194

9/01/88

EMPORIA,KS

A/C Reg. No. N257AM

Time (Lc1) - 1015 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FAILURE, TOTAL

Occurrence #2 DECOMPRESSION
Phase of Operation CRUISE

Finding(s)

2. FUSELAGE, CABIN - DECOMPRESSION
3. EMERGENCY PROCEDURE - PERFORMED -
4. PRECAUTIONARY LANDING - PERFORMED -

----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. - 1192 9/29/88 WINFIELD,KS A/C Reg. No. N39774 Time (Lcl) - 1000 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	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - ELLIS QUICKIE Q2	Eng Make/Model - REVMASER 2100	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 64 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	STROTHER
Wind Dir/Speed- 320/012 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5510/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
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 - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 100
SE LAND	Months Since - 5	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 1
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 16
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES SAID THAT AFTER TAKEOFF, THE PLT MADE ONE LOW LEVEL PASS, THEN RETURNED FOR LANDING. THE PLT RPRTD THAT HE INTENDED TO MAKE A GO-AROUND, BUT THAT HE MAY HAVE PUSHED THE ELEVATOR CONTROL FORWARD INSTEAD OF THE THROTTLE. SUBSEQUENTLY, THE ACFT WAS DAMAGED. RPRTDLY, THE PLT HAD PREVIOUSLY BEEN FLYING AN ACFT WHICH HAD THE THROTTLE & ELEVATOR CONTROLS CONFIGURED IN REVERSE FROM N39774.

Brief of Accident (Continued)

File No. - 1192

9/29/88

WINFIELD,KS

A/C Reg. No. N39774

Time (Lcl) - 1000 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ABORTED

Finding(s)

1. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. HABIT INTERFERENCE - PILOT IN COMMAND
4. LACK OF FAMILIARITY WITH 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) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1187 10/21/88 ANDOVER,KS A/C Reg. No. N8641N Time (Lcl) - 1430 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	-APPROACH					

-----Aircraft Information-----

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1A5	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/009 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 12000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>LAWRENCE,KS</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 AIRSTRIP</p> <p>Airport Data</p> <p>HIGHLINE</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2500/ 75</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----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 - 2025
SE LAND	Months Since - 3	Make/Model- 800
	Aircraft Type - PA-32	Instrument- 70
		Last 24 Hrs - 2
		Last 30 Days- 10
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TURNING BASE TO FINAL FOR LANDING ON A PRIVATE GRASS STRIP, AFTER A PERSONAL CROSS COUNTRY FLIGHT, THE AIRCRAFT STALLED AND FELL UNCONTROLLED TO THE TERRAIN. A POST ACCIDENT INVESTIGATION FAILED TO REVEAL ANY MALFUNCTION OF THE CONTROL SYSTEMS OR POWERPLANT. THE PROPELLER BLADES SHOWED EVIDENCE OF CONSIDERABLE POWER BEING DEVELOPED AT IMPACT.

Brief of Accident (Continued)

File No. - 1187

10/21/88

ANDOVER,KS

A/C Reg. No. N8641N

Time (Lcl) - 1430 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. AIRSPEED - INADEQUATE - 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. - 1188 10/21/88 LAWRENCE,KS A/C Reg. No. N4190N Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/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- VARIABLE/016 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 - FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAWRENCE
Runway Ident - 32
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 20
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 93
Make/Model-	44
Instrument-	UNK/NR
Multi-Eng -	0
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO TERMINATE A LOCAL FLT DUE TO WINDY, TURBULENT CONDITIONS ALOFT. HE INITIATED A LANDING IN A SLIGHT CROSSWIND THAT HE RPRTD WAS GUSTING TO 20 KNOTS. DRG THE LANDING, HE LOST CONTROL & THE ACFT TOUCHED DOWN HARD IN A NOSE LOW ATTITUDE. SUBSEQUENTLY, IT SLID TO A STOP ON ITS NOSE, DAMAGING THE PROP, LOWER ENG COWLING & FUSELAGE.

Brief of Accident (Continued)

File No. - 1188

10/21/88

LAWRENCE,KS

A/C Reg. No. N4190N

Time (Lc1) - 1530 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. FLARE - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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. - 1044 4/03/88 MIDDLESBORO, KY A/C Reg. No. N8171P Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries		
	DESTROYED		Fatal	Serious	Minor
Type of Operation - PERSONAL	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	6	0	0
Accident Occurred During -CRUISE					

-----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
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	JESUP, GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WINCHESTER, IN	
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 900 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1200 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 852
SE LAND	Months Since - 12	Make/Model- 446
	Aircraft Type - PA-32R	Instrument- 8
		Multi-Eng - 1
		Last 24 Hrs - 3
		Last 30 Days- 8
		Last 90 Days- 19
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RECEIVED PREFLT WX BRIEFING THAT STATED VFR FLT WAS NOT RECOMMENDED DUE TO LOW PRESSURE SYSTEM AFFECTING PROPOSED FLT PATH. WX FORECAST INCLUDED TORNADOES, HAIL, THUNDERSTORMS TO 42,000', MODERATE RIME ICING, MODERATE TURBULENCE, WIND GUSTS TO 70 KTS, LOW CEILINGS AND POOR VISIBILITY. THE FLT DEPARTED VFR AND THE WRECKAGE WAS LOCATED 5 DAYS LATER IN MOUNTAINOUS TERRAIN. THE ACFT HAD COLLIDED WITH A MOUNTAIN AT APPROX 2,900' MSL. THERE WAS NO EVIDENCE OF MECHANICAL OR STRUCTURAL MALFUNCTIONS PRIOR TO THE IMPACT.

Brief of Accident (Continued)

File No. - 1044

4/03/88

MIDDLESBORO,KY

A/C Reg. No. N8171P

Time (Lcl) - 1645 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - RAIN
 3. WEATHER CONDITION - TURBULENCE
 4. PLANNING-DECISION - POOR - PILOT IN COMMAND
 5. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1130 5/14/88 MIDDLESBORO, KY A/C Reg. No. N9654M Time (Lcl) - 1120 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation -PERSONAL	Fire	Crew 1	Serious 0	Minor 0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass 3	0	0	0	
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - MOONEY M20F	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KNOXVILLE, TN	MIDDLESBORO-BELL COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 10
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3630/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1382
SE LAND, ME LAND	Months Since - 21	Make/Model- 1035
	Aircraft Type - BE-76	Instrument- 160
		Multi-Eng - 72
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 23
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES RPTED THE ENG DID NOT SOUND LIKE IT WAS PROVIDING FULL POWER DRG TAKEOFF & THAT ABT 3/4 OF THE 3600' RWY WAS USED FOR THE TAKEOFF ROLL. AFTER LIFT-OFF, THE ACFT CLIMBED AT A SHALLOW ANGLE TO ABT 250 TO 300 FT AGL. IT THEN ENTERED A SHALLOW LEFT BANK. AFTER TURNING ABT 90 DEG, ITS NOSE PITCHED UP & THE ACFT CLIMBED ABT 100 FT. THE ACFT THEN SNAPPED TO THE LEFT, ENTERED A DSCNT & CRASHED NEXT TO A STORAGE BLDG IN A RESIDENTIAL AREA. AN INVESTIGATION REVEALED THE ACFT WAS LOADED TO NEAR ITS MAX GROSS WT LIMIT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND. THE ENGINE WAS SATISFACTORILY TEST-RUN AT RATED POWER. THE LNDG GEAR WAS FND IN THE FULLY RETRACTED PSN & THE FLAPS WERE FND FULLY EXTENDED. USING THE OWNER'S MANUAL, THE TAKEOFF DISTANCE WITH 15 DEG OF FLAPS (TAKEOFF FLAPS) WAS CALCULATED TO BE 977'.

Brief of Accident (Continued)

File No. - 1130

5/14/88

MIDDLESBORO, KY

A/C Reg. No. N9654M

Time (Lcl) - 1120 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF

Finding(s)

1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. PRECAUTIONARY LANDING - INITIATED -
3. LOWERING OF FLAPS - PERFORMED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - RESIDENTIAL AREA

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Brief of Accident

File No. - 1101 5/28/88 ABBEVILLE, LA A/C Reg. No. N7203 Time (Lcl) - 1200 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 G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R-1340-AN-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/010 KTS
Visibility - 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 - STRAIGHT-IN

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 31
Runway Lth/Wid - 2200 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, SE SEA

Age - 45
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 19000	Last 24 Hrs	- 12
Make/Model-	15000	Last 30 Days-	200
Instrument-	1810	Last 90 Days-	275
Multi-Eng	- 2700	Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG PLT HAD FINISHED SPREADING HIS LOAD OF CHEMICALS & WAS LANDING WHEN THE LEFT BRAKE FAILED TO OPERATE. HE STARTED TO APPLY PWR FOR A GO-AROUND, BUT THE ENG COUGHED & DID NOT RESPOND PROPERLY. THE PLT THEN CLOSED THE THROTTLE & APPLIED RGT BRAKE TO AVOID EQUIPMENT AT THE END OF THE STRIP. SUBSEQUENTLY, THE ACFT GROUND LOOPED & THE RGT GEAR COLLAPSED. AN INVESTIGATION REVEALED HYDRAULIC FLUID HAD LEAKED FROM THE LEFT BRAKE, BUT NO ENG PROBLEM WAS FND.

Brief of Accident (Continued)

File No. - 1101

5/28/88

ABBEVILLE, LA

A/C Reg. No. N7203

Time (Lc1) - 1200 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
2. FLUID, HYDRAULIC - LEAK

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - VEHICLE
4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1108 5/28/88 BASTROP, LA A/C Reg. No. N6676K Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		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
					1
					1

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B	Eng Make/Model - P&W PT6A-34AG	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6075	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 750 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MER ROUGE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 135/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
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 - 3117
SE LAND	Months Since - 15	Make/Model- 900
	Aircraft Type - C-206	Instrument- 32
		Last 24 Hrs - 1
		Last 30 Days- 25
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE WAS SPREADING RICE WHEN HE NOTICED THE OIL PRESSURE WAS DECREASING & THE PROP WAS BEGINNING TO FEATHER. WITH NO OTHER PLACE TO GO, HE LANDED IN A PLOWED FIELD. SHORTLY AFTER TOUCHDOWN, THE ACFT NOSED OVER TO AN INVERTED POSITION. AN EXAM REVEALED THAT A LOSS OF OIL & OIL PRESSURE WAS DUE TO A CRACK IN THE OIL COOLER.

Brief of Accident (Continued)

File No. - 1108

5/28/88

BASTROP, LA

A/C Reg. No. N6676K

Time (Lcl) - 1415 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LUBRICATING SYSTEM, OIL COOLER - CRACKED
 2. FLUID, OIL - LEAK
 3. FLUID, OIL - EXHAUSTION
 4. PROPELLER FEATHERING - UNCONTROLLED -
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1058 7/02/88 FRIENDLY, MD A/C Reg. No. N1021P Time (Lcl) - 1654 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation -PUBLIC USE	Fire	Crew	Fatal	0	Serious	0	Injuries Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	None
Accident Occurred During -LANDING							2

-----Aircraft Information-----

Make/Model - PIPER PA-23	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	FT. WASHINGTON, MD	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	P.G. AIRPARK
Wind Dir/Speed- 330/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 2114
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - PA-23	Make/Model- 28
		Last 30 Days- 118
		Instrument- 196
		Last 90 Days- 283
		Multi-Eng - 504

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF AT AN ALTITUDE OF 200 FT AGL, A POWER LOSS WAS EXPERIENCED ON THE LEFT ENGINE. ACCORDING TO THE PLT, WHEN THE THROTTLE WAS RETARDED TO VERIFY THE ENGINE FAILURE, THE ENGINE SEEMED TO "COME BACK TO LIFE". THE THROTTLE WAS ADVANCED AND ONCE AGAIN A LOSS OF POWER WAS EXPERIENCED. UNABLE TO GAIN ENOUGH ALTITUDE TO CLEAR THE SURROUNDING TERRAIN AND RETURN TO THE AIRPORT, THE PLT ELECTED TO MAKE A GEAR-UP FORCED LANDING IN A FIELD. THE AIRPLANE SLID FOR 333 FT BEFORE COMING TO REST. INSPECTION OF THE AIRPLANE, ENGINE AND ENGINE COMPONENTS FAILED TO REVEAL ANY MECHANICAL FAILURE/MALFUNCTION. THE ONLY DISCREPANCY FOUND WERE SEVERAL PIECES OF A SILICON RUBBER TYPE MATERIAL INSIDE THE LEFT MAIN FUEL TANK NEAR THE FUEL PICK-UP LINE SCREEN.

Brief of Accident (Continued)

File No. - 1058

7/02/88

FRIENDLY,MD

A/C Reg. No. N1021P

Time (Lc1) - 1654 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. 1 ENGINE -
2. FUEL SYSTEM,TANK - FOREIGN OBJECT
3. FUEL SYSTEM,SCREEN - BLOCKED(PARTIAL)
4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
6. TERRAIN CONDITION - RISING
7. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1198 3/22/88 EXCELSIOR SPGS,MO A/C Reg. No. N62526 Time (Lcl) - 0225 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-VIKING EXPRESS	DESTROYED		Fatal	0	Serious	0
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						0

-----Aircraft Information-----

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING IO-540-C4B5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 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	OFF AIRPORT/STRIP
Method - TELEPHONE	DUPAGE,IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KANSAS CITY,MO	EXCELSIOR SPRINGS
Wind Dir/Speed- 140/011 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2005/ 48
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 3455
SE LAND,ME LAND	Months Since - 2	Make/Model- 1150
	Aircraft Type - UNK/NR	Instrument- 682
		Multi-Eng - 2233
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 217
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL AT NIGHT, AFTER USING FUEL FROM THE INBOARD TANKS, THE PLT SWITCHED TO THE OUTBOARD FUEL TANKS. SHORTLY, THEREAFTER, BOTH ENGS LOST POWER. THE PLT DECLARED AN EMERGENCY & OBTAINED VECTORS TO THE NEAREST AIRPORT, BUT WAS UNABLE TO REACH IT. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES DURING AN EMERGENCY LANDING ABOUT 1/2 TO 1 MI FROM THE ARPT. NO USABLE FUEL WAS FOUND IN THE ACFT & THERE WAS NO EVIDENCE OF FUEL SPILLAGE AT THE ACDNT SCENE.

Brief of Accident (Continued)

File No. - 1198

3/22/88

EXCELSIOR SPGS,MO

A/C Reg. No. N62526

Time (Lc1) - 0225 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. 2 ENGINES -
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1180 5/08/88 MANSFIELD,MO

A/C Reg. No. N8605S

Time (Lcl) - 2010 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150F
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 - 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- 250/009 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point
MANSFIELD,MO

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 - 54

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 - 2700

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-----

A WITNESS SAW THE ACFT FLYING AT LOW ALT AS IT PASSED IN FRONT OF HER CAR AT DUSK IN A NORTHEASTERLY DRCTN. SHE RPRTD THE ACFT CONTD DOWN A VALLEY TOWARD POWER LINES THAT SPANNED AN OPEN FIELD. SHE SAW THE ACFT PULL UP RAPIDLY, BECOME ENTANGLED IN THE POWER LINES, THEN TUMBLE TO THE GROUND IN A STEEP NOSE DOWN ATTITUDE. THE PLT WAS FND STRAPPED IN HIS SEAT, BUT NO SHOULDER HARNESS WAS INSTALLED IN THE ACFT. RESCUE PERSONNEL TRIED TO SAVE THE PLT'S LIFE BY USING CPR, BUT WERE UNABLE. AN EXAM REVEALED THE ACFT HAD HIT THE UPPER STATIC CABLE OF THE POWERLINE. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FND.

Brief of Accident (Continued)

File No. - 1180

5/08/88

MANSFIELD,MO

A/C Reg. No. N8605S

Time (Lcl) - 2010 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DUSK
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. VISUAL/AURAL DETECTION - PILOT IN COMMAND
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5. OBJECT - WIRE,STATIC
6. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - OPEN FIELD
8. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - NOT INSTALLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1195 7/07/88 BAKER, MO A/C Reg. No. N6848K Time (Lcl) - 1805 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	0	0	1	0
Flight Conducted Under	-14 CFR 137	Crew	0	0	0	0
Accident Occurred During	-MANEUVERING	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164	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	- 4500	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	BAKER
Wind Dir/Speed	ATC/Airspace	Runway Ident
160/007 KTS	Type of Flight Plan	- 18
Visibility	- NONE	Runway Lth/Wid
- 12.0 SM	Type of Clearance	- 3500
Lowest Sky/Clouds	- NONE	Runway Surface
- CLEAR	Type Apch/Lndg	- DIRT
Lowest Ceiling		Runway Status
- NONE		- DRY
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2982
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES SAID THAT SHORTLY AFTER TAKEOFF, THE FULLY LOADED ACFT APPEARED TO BE UNABLE TO CLIMB OUT OF GROUND EFFECT. ABOUT 1.5 MILE FROM THE AIRSTRIIP, THE PILOT BEGAN A TURN BACK TO THE NORTH. UNABLE TO CLIMB, HE INITIATED ACTION TO DUMP HIS CHEMICAL LOAD, BUT WAS UNABLE TO CLEAR POWER LINES. SUBSEQUENTLY, THE ACFT CRASHED INVERTED IN A FLOODED RICE FIELD. ABOVE NORMAL TEMP & HUMIDITY RESULTED IN AN ABOVE NORMAL DENSITY ALTITUDE. WITNESSES RPRTD THE ENG SOUNDED NORMAL DURING FLT. THE PLT SUFFERED TOXIC CHEMICAL CONTAMINATION & WAS TAKEN TO A HOSPITAL FOR TREATMENT. NO POWERPLANT OR CONTROL SYSTEM MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1195

7/07/88

BAKER,MO

A/C Reg. No. N6848K

Time (Lc1) - 1805 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. LOAD JETTISON - DELAYED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)
4. OBJECT - WIRE,TRANSMISSION
5. STALL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

Brief of Accident

File No. - 1182 7/13/88 SARCOXIE,MO A/C Reg. No. N4288L Time (Lcl) - 0840 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	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 170/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SPRINGFIELD,MO
Destination
TULSA,OK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 71
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 524	Last 24 Hrs	- UNK/NR
Make/Model-	375	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-----

WITNESSES AT THE ACNT SITE CHARACTERIZED THE WX AS HAVING A LOW CEILING WITH FOG. THEY RPRTD THEY SAW THE ACFT "APPEAR OUT OF CLOUDS" IN A STEEP DESCENT. THE ACFT THEN BEGAN TO "PULL UP;" HOWEVER, DURING RECOVERY FROM THE DIVE, THE ACFT STRUCK TREES & CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION. THE PLT WAS NOT INSTRUMENT RATED. BEFORE HE TOOK OFF, THE WX AT SPRINGFIELD HAD DETERIORATED FROM SCATTERED CONDITIONS WITH 5 MI VIS TO 2800' BROKEN CEILING WITH 1 MI VIS & FOG.

Brief of Accident (Continued)

File No. - 1182

7/13/88

SARCOXIE,MO

A/C Reg. No. N4288L

Time (Lcl) - 0840 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

5. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. SPATIAL DISORIENTATION - PILOT IN COMMAND
 7. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. 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) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1036 8/07/88 LEES SUMMIT, MO A/C Reg. No. N51390 Time (Lcl) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	1
Pass		0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire

NONE

-----Aircraft Information-----

Make/Model - CESSNA 150

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-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- 140/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LEES SUMMIT, MO

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LEES SUMMIT

Runway Ident - 18

Runway Lth/Wid - 3000/ 60

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, CFI

SE LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - B-33

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 738

Make/Model- 52

Instrument- 63

Multi-Eng - 8

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, ON A TOUCH AND GO, AFTER A FULL FLAP LANDING, THE CFI AND STUDENT SAID THEY HEARD A LOUD BANG ABOUT 150 AGL ON CLIMBOUT. THE CFI TOOK OVER THE CONTROLS AND SAID THEY WERE NONRESPONSIVE IN PITCH. FULL THROTTLE WAS MAINTAINED AND THEY TURNED CROSSWIND, TO DOWNWIND, IN A ATTEMPT TO RETURN FOR LDG. THEY REPORTED AN INABILITY TO EXCEED 60 TO 65 MPH IAS. AN EMERGENCY LANDING WAS ATTEMPTED IN A FIELD. DURING THE ROLLOUT, THE AIRCRAFT COLLIDED WITH A FARM FENCE. POST-ACCIDENT INSPECTION REVEALED A PARTIALLY SEPARATED EMPENNAGE. DAMAGED AREA REVEALED NO EVIDENCE OF A PROGRESSIVE FAILURE. THE CONTROL CABLE CONTINUITY WAS CONFIRMED. A POST-ACCIDENT ENGINE RUN-UP WAS NORMAL CONSIDERING THE DAMAGED PROPELLER. THE AIRCRAFT WAS BURNING AUTOMOTIVE GASOLINE ALTHOUGH NO STC HAD BEEN ISSUED TO THIS AIRCRAFT.

Brief of Accident (Continued)

File No. - 1036

8/07/88

LEES SUMMIT, MO

A/C Reg. No. N51390

Time (Lc1) - 2000 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF - INITIAL CLIMB

1. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND(CFI)
2. STALL/MUSH
3. FLUID, FUEL - INCORRECT
4. OBJECT - FENCE
5. OBJECT - FENCE POST

-----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. - 1179 8/12/88 ST CHARLES, MO A/C Reg. No. N96344 Time (Lcl) - 1515 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	-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 - 4	Rated Power - 110 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- 230/008 KTS</p> <p>Visibility - 1.500 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 4800 FT OVERCAST</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - RAIN SHOWERS</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point JEFFERSON CITY, MO</p> <p>Destination ST CHARLES, MO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - UNK/NR</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-----

Pilot-In-Command	Age - 56	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 246
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - C-152	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DURING THE FLT, HE ENCTRD THUNDERSTORM ACTIVITY, AS WELL AS A DOWNDRAFT, WHICH RESULTED IN A LOSS OF ABOUT 400 FT OF ALT. SUBSEQUENTLY, THE ACFT WAS LANDED IN A CORN FIELD & WAS DAMAGED. ABOUT 13 MI SE AT ST LOUIS, THE VISIBILITY WAS RPRTD TO BE 1.5 MI WITH HEAVY THUNDERSTORMS, HAIL & WIND GUSTS TO 30 KTS.

Brief of Accident (Continued)

File No. - 1179

8/12/88

ST CHARLES, MO

A/C Reg. No. N96344

Time (Lcl) - 1515 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. WEATHER CONDITION - THUNDERSTORM
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED -
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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1078 8/28/88 ST. LOUIS, MO A/C Reg. No. N97076 Time (Lcl) - 2130 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 -TAKEOFF						

-----Aircraft Information-----

Make/Model - CESSNA 182Q	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 - 2960	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	ST. LOUIS, MO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	COLUMBUS, OH	LAMBERT FIELD
Wind Dir/Speed- 320/004 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3008/ 75
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
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 - 480
SE LAND	Months Since - 23	Make/Model- 361
	Aircraft Type - C-182	Instrument- 106
		Last 24 Hrs - UNK/NR
		Last 30 Days- 16
		Last 90 Days- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT DURING A NIGHT TAKEOFF ROLL, HE NOTICED AN INOPERATIVE AIRSPEED INDICATOR, AND ELECTED TO ABORT THE TAKEOFF. UNABLE TO STOP IN THE REMAINING DISTANCE, THE ACFT RAN OFF THE END OF THE RUNWAY ONTO THE GRASS OVERRUN COLLAPSING THE NOSE WHEEL. POST ACCIDENT INSPECTION REVEALED AN INSECT IN THE PITOT SYSTEM CAUSING THE AIRSPEED INDICATOR TO BE INOPERATIVE.

Brief of Accident (Continued)

File No. - 1078

8/28/88

ST. LOUIS, MO

A/C Reg. No. N97076

Time (Lcl) - 2130 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PITOT/STATIC SYSTEM - BLOCKED(TOTAL)
2. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INOPERATIVE

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1189 10/21/88 CARTHAGE, MO A/C Reg. No. N800Q Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - DAVIS TRI-Q-200
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1200
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 - 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- 340/014 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
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

CARTHAGE
Runway Ident - 35
Runway Lth/Wid - 2000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 129	Last 24 Hrs - 1
Make/Model- 2	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 1
Multi-Eng - 0	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DRG THE 2ND FLT OF THE NEWLY CONSTRUCTED HOME BUILT ACFT, THE ENG BEGAN TO LOSE POWER SHORTLY AFTER TAKEOFF. THE PLT REENTERED THE PATTERN FOR A PRECAUTIONARY LANDING, BUT MISJUDGED THE APCH & HAD TO GO AROUND. DRG THE NEXT APCH, THE ENG LOST POWER COMPLETELY. AN EMERG LNDG WAS MADE ON THE ARPT, BUT AT AN ANGLE TO THE RWYS. DRG THE LNDG, THE ACFT CONTACTED TERRAIN APRX 13 FT LEFT OF RWY 21, THEN SLID ACROSS RWY 21 & STOPPED BEFORE REACHING RWY 35. A POST ACDNT EXAM REVEALED THERE WAS FIBERGLASS IN THE FUEL LINE WHICH RESULTED IN FUEL STARVATION. THE ACFT HAD A FIBERGLASS FUEL TANK.

Brief of Accident (Continued)

File No. - 1189

10/21/88

CARTHAGE, MO

A/C Reg. No. N800Q

Time (Lc1) - 1130 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, LINE - BLOCKED(PARTIAL)
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - MANUFACTURER
3. PRECAUTIONARY LANDING - ATTEMPTED -
4. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
5. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. GO-AROUND - PERFORMED -

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

7. FUEL SYSTEM, LINE - BLOCKED(TOTAL)
8. FLUID, FUEL - STARVATION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7,8

Factor(s) relating to this accident is/are finding(s) 1,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1186 10/24/88 LIBERTY, MO A/C Reg. No. N60977 Time (Lcl) - 1245 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	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/008 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>EXCELSIOR SPGS, MO</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>LIBERTY</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 2780/ 20</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 102
	Months Since - N/A	Make/Model- 92
	Aircraft Type - N/A	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLARING FOR A X-WIND LANDING, THE STUDENT PLT SAW A LARGE BROWN ANIMAL RUNNING TOWARD THE RWY. HE MANEUVERED TO AVOID THE ANIMAL. HE STATED THE LEFT MAIN GEAR STRUCK THE ANIMAL, THEN THE ACFT WENT OFF THE RWY, BOUNCED & NOSED OVER.

Brief of Accident (Continued)

File No. - 1186

10/24/88

LIBERTY, MO

A/C Reg. No. N60977

Time (Lcl) - 1245 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - ANIMAL(S)

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. WEATHER CONDITION - CROSSWIND
3. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1123

6/19/88

HORN LAKE, MS

A/C Reg. No. N1109P

Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

SUBSTANTIAL

Injuries

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 - HUGHES 369D

Eng Make/Model - ALLISON 250-C20B

ELT Installed/Activated - UNK/NR

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3000

Engine Type - TURBOSHAFT

No. of Seats - 4

Rated Power - 375 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX

Method - TV/RADIO

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 170/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 6500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOLLY SPRINGS, MS

Destination

JONESBORO, AR

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

HELICOPTER

Age - 39

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6000

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-----

BFR TKOF, THE HELICOPTER WAS SVCD WITH 100LL FUEL (AN APPROVED ALTN FUEL IF THE BOOST PUMP IS USED IN FLT). DRG FLT, THE ENG LOST PWR. AN AUTOROTATION WAS MADE IN TALL VEGETATION, BUT DRG THE LNDG, THE MAIN ROTOR BLADES SEVERED THE TAIL BOOM. AN INSPN OF THE FUEL SYS REVEALED NO EVIDENCE OF CONTAMINATION. THE PNEUMATIC SYS WAS PRESSURE-TESTED & NO LEAKS WERE FND. POST-ACDNT ATMTS TO START THE ENG WERE UNSUCCESSFUL UNTIL THE FUEL SYS WAS PURGED OF AIR. IT THEN STARTED & OPERATED NORMALLY FOR ABOUT 5 MIN, BUT THE FUEL PUMP WAS FOUND TO BE UNSERVICEABLE WITH WORN SEALS & BEARINGS. A BENCH CHECK SHOWED THE FUEL PUMP HAD A FLOW RATE OF 700 PPH AT 600 PSI, THE PUMP SHOULD HAVE HAD A MIN FLOW RATE OF 1269 PPH. ALSO, THE POWER TURBINE GOVERNOR WAS FND TO BE SLIGHTLY OUT OF ADJUSTMENT & A FUEL NOZZLE HAD EXCESSIVE STREAKS & VOIDS IN ITS SPRAY PATTERN. PERSONNEL AT THE MANUFACTURER BELIEVED THE ENG MAY HAVE LOST PWR DUE TO A COMBINATION OF A WORN FUEL PUMP & THE USE OF 100LL FUEL ON A 94 DEG DAY OR FROM VAPOR LOCK.

Brief of Accident (Continued)

File No. - 1123

6/19/88

HORN LAKE, MS

A/C Reg. No. N1109P

Time (Lcl) - 1600 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL GRADE - OTHER
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3. FUEL SYSTEM, PUMP - WORN
4. FUEL SYSTEM, PUMP - OUTPUT LOW

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 1050 6/03/88 PHILLIPSBURG,MT A/C Reg. No. N94237 Time (Lcl) - 1800 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA A-185F	Eng Make/Model - CONTINENTAL IO-520D	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	ON AIRPORT
Method - N/A	HAMILTON,MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PHILLIPSBURG,MT	RIDDICK
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 60
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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 101
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Last 30 Days- 30
		Last 90 Days- 30
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS FLYING WITH TWO PAX DURING A PERSONAL TRANSPORTATION FLIGHT. DURING ROLLOUT ON RWY 34, THE AIRPLANE TURNED LT AND CAME TO REST TEN FEET OFF THE LT SIDE OF THE RWY. THE LT MAIN GEAR COLLAPSED AND FOLDED UNDER THE FUSELAGE. THE FUSELAGE WAS DAMAGED AT THE LANDING GEAR MOUNT. A POST-ACCIDENT INSPECTION BY A CERTIFICATED MECHANIC WITH INSPECTION AUTHORIZATION REVEALED A CASTING AT THE LT MAIN GEAR MOUNT HAD BROKEN. HE STATED THAT THE DAMAGE WAS CONSISTENT WITH THAT NORMALLY ASSOCIATED WITH GROUND LOOP ACCIDENTS. THE PART WAS MAILED TO THE NTSB FOR METALLURGICAL EXAMINATION, HOWEVER IT WAS LOST IN SHIPMENT.

Brief of Accident (Continued)

File No. - 1050

6/03/88

PHILLIPSBURG,MT

A/C Reg. No. N94237

Time (Lcl) - 1800 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
3. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1148 7/28/88 FORSYTH,MT A/C Reg. No. N3290B Time (Lcl) - 2045 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FORSYTH,MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	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 - 50	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1149
SE LAND	Months Since - 23	Make/Model- 249
	Aircraft Type - PA-18	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- 20
		Last 90 Days- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON AN AERIAL OBSERVATION FLT TO CHECK A DAM & WAS FLYING TOWARD THE SETTING SUN AT APRX ONE MINUTE BEFORE OFFICIAL SUNSET. HE STATED THAT WHILE FLYING AT LOW ALT, HE DID NOT SEE POWER LINES AHEAD UNTIL THERE WAS INSUFFICIENT TIME TO TAKE EVASIVE ACTION. SUBSEQUENTLY, THE ACFT STRUCK 3 CABLES AT ABOUT 30' AGL & FELL INTO A RIVER. THE PLT EGRESSSED & CLUNG TO THE ACFT UNTIL HE WAS RESCUED. THE PLT'S LAST FAA MEDICAL CERTIFICATE WAS DATED 4/17/86.

Brief of Accident (Continued)

File No. - 1148

7/28/88

FORSYTH, MT

A/C Reg. No. N3290B

Time (Lcl) - 2045 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. LIGHT CONDITION - SUNGLARE
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. VISUAL/AURAL DETECTION - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1150 8/06/88 CLINTON,MT A/C Reg. No. N95855 Time (Lcl) - 0915 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D	Eng Make/Model - CONTINENTAL A-65-8F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination THREE FORKS,MT	Airport Data ELIOTT FIELD
Completeness - N/A		Runway Ident - 25
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3800/ 75
Wind Dir/Speed- 270/010 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Status - WET
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - NONE	
Lowest Ceiling - 6000 FT OVERCAST		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1095
SE LAND	Months Since - 15	Make/Model- 417
	Aircraft Type - BC12D	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DRG TAKEOFF FROM RWY 25, THE WINDS WERE FROM 270 DEG AT 10 GUSTING 15 KTS. HE STATED THAT DRG THE INITIAL CLIMB, THE AIRPLANE ENCTR'D A SEVERE WINDSHEAR. SUBSEQUENTLY, HE LOST CONTROL & THE ACFT STRUCK THE GROUND IN A 40 DEG NOSE DOWN, 70 DEG LEFT BANK ATTITUDE. THE ACFT THEN CARTWHEELED & CAME TO REST INVERTED ON THE RWY. THE LEFT WING WAS SHEARED AT THE STRUT ENDS, THE FUSELAGE WAS BENT & THE ENG WAS TORN AWAY FROM THE ACFT. THE PLT SAID HE FELT THE ACFT HAD ENCTR'D A WHIRLWIND. ALSO, THE PLT NOTED THAT THERE WAS MOUNTAINOUS TERRAIN NEARBY & WHIRLWINDS WERE COMMON. HOWEVER, JUST BEFORE THE ACNT, RAIN HAD FALLEN, WHICH WOULD HAVE PREVENTED BLOWING DUST FROM MAKING WHIRLWINDS VISIBLE.

Brief of Accident (Continued)

File No. - 1150

8/06/88

CLINTON,MT

A/C Reg. No. N95855

Time (Lc1) - 0915 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1152 8/07/88 CASCADE, MT A/C Reg. No. N1509C Time (Lcl) - 1800 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 010/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COEUR D'ALENE, ID
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 19
Runway Lth/Wid - 1000/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 408
Make/Model- 193
Instrument- 5
Last 24 Hrs - 6
Last 30 Days- 57
Last 90 Days- 74

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS LANDING AT AN UNATTENDED AIRSTRIP WITH A 1000' DIRT RWY. THERE WAS A NORTHERLY WIND, BUT DUE TO THE SLOPING RWY TERRAIN, HE ELECTED TO USE RWY 19 & LAND UPHILL WITH A TAILWIND. THE PLT RPTD THAT AS HE WAS ABOUT TO FLARE, THE ACFT PITCHED DOWN & HE PULLED BACK ON THE YOKE & ADDED POWER. HOWEVER, THE ACFT IMPACTED ON UPWARD SLOPING RWY & WAS EXTENSIVELY DAMAGED. THE ACFT THEN SLID ABOUT 100' BEFORE COMING TO REST. AFTER EXITING THE ACFT, THE PLT NOTED STRONG GUSTS OF WIND FROM THE NORTH. HE ESTD THE WIND WAS FROM 010 AT 5 GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 1152

8/07/88

CASCADE,MT

A/C Reg. No. N1509C

Time (Lc1) - 1800 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WEATHER CONDITION - GUSTS
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH

Finding(s)

6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1100 5/18/88 MESSIC, NC A/C Reg. No. N8250G Time (Lcl) - 1620 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	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 - MANEUVERING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL O-520	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 36000
SE LAND, ME LAND	Months Since - 15	Make/Model- 1000
	Aircraft Type - UNK/NR	Instrument- 2300
		Multi-Eng - 6000
		Last 24 Hrs - 4
		Last 30 Days- 30
		Last 90 Days- 100
		Rotorcraft - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TURNAROUND PROCEDURES, THE AIRPLANE COLLIDED WITH TREES AND CRASHED. THE PILOT INDICATED THAT HE HAD SPRAYED THE FIELD WHERE THE ACCIDENT OCCURRED MANY TIMES DURING THE PAST THREE YEARS.

Brief of Accident (Continued)

File No. - 1100

5/18/88

MESSIC,NC

A/C Reg. No. N8250G

Time (Lc1) - 1620 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. OBJECT - TREE(S)
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. COMPLACENCY - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1114 5/25/88 RALEIGH, NC A/C Reg. No. N44018 Time (Lcl) - 2113 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	2	0	0	0
	Pass	0	0	0	0
	Other	0	0	0	1

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CLIMB

Fire NONE
Crew
Pass
Other

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
PETERSBURG, VA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1402
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-----

A PIPER PA-28R (LEAD ACFT, N44018) & A CESSNA 172 (#2 ACFT, N737GU) WERE DEPARTING RALEIGH-DURHAM ARPT ON A FORMATION FLT TO PETERSBURG, VA. THE CESSNA PLT (WINGMAN) RPRTD THAT DRG TAKEOFF & INITIAL CLIMB, THE LEAD ACFT BGN TO ACCELERATE AHEAD OF HIM. THE PIPER TURNED SLIGHTLY RGT & LEVELED AT APRX 1500' AS THE WINGMAN TRIED TO REGAIN POSITION & KEEP THE LEAD ACFT IN SIGHT. THE WINGMAN RPRTD HE HAD DIFFICULTY SEEING THE LEAD ACFT WITH CITY LIGHTS IN THE BACKGROUND. THE WINGMAN'S ACFT BEGAN "BUILDING UP MOMENTUM" & HE TRIMMED TO LEVEL OFF AT 1500'. AFTER THE FLT WAS CLEARED TO CONTACT DEPARTURE CONTROL, THE WINGMAN LOOKED AWAY TO LOCATE & CHANGE THE RADIO FREQ. AS HE WAS CHANGING FREQS, HE LOST SIGHT OF THE LEAD ACFT. SUBSEQUENTLY, THE CESSNA CONVERGED WITH THE PIPER, BUT THE WINGMAN DID NOT SEE IT UNTIL JUST BEFORE HIS PROP & NOSE GEAR HIT THE VERTICAL FIN & FUSELAGE OF THE PIPER. THE PIPER ENTERED AN UNCTLD DSCNT & CRASHED. THE CESSNA ENG LOST POWER, BUT THE WINGMAN MADE A SUCCESSFUL FORCED LNDG ON RWY 32 WITH A FAILED NOSE GEAR.

Brief of Accident (Continued)

File No. - 1114

5/25/88

RALEIGH, NC

A/C Reg. No. N44018

Time (Lcl) - 2113 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. LIGHT CONDITION - DARK NIGHT
4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
5. DIVERTED ATTENTION - PILOT OF OTHER AIRCRAFT
6. FORMATION FLYING - IMPROPER - PILOT OF OTHER AIRCRAFT
7. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT OF OTHER AIRCRAFT
8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1114 5/25/88 RALEIGH, NC A/C Reg. No. N737GU Time (Lcl) - 2113 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CLIMB

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0
Other		2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
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- 050/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
PETERSBURG, VA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RALEIGH-DURHAM
Runway Ident - 32
Runway Lth/Wid - 4498/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 39

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3662	Last 24 Hrs	- UNK/NR
Make/Model-	159	Last 30 Days-	UNK/NR
Instrument-	481	Last 90 Days-	155
Multi-Eng -	135	Rotorcraft -	2681

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

A PIPER PA-28R (LEAD ACFT, N44018) & A CESSNA 172 (#2 ACFT, N737GU) WERE DEPARTING RALEIGH-DURHAM ARPT ON A FORMATION FLT TO PETERSBURG, VA. THE CESSNA PLT (WINGMAN) RPRTD THAT DRG TAKEOFF & INITIAL CLIMB, THE LEAD ACFT BGN TO ACCELERATE AHEAD OF HIM. THE PIPER TURNED SLIGHTLY RGT & LEVELED AT APRX 1500' AS THE WINGMAN TRIED TO REGAIN POSITION & KEEP THE LEAD ACFT IN SIGHT. THE WINGMAN RPRTD HE HAD DIFFICULTY SEEING THE LEAD ACFT WITH CITY LIGHTS IN THE BACKGROUND. THE WINGMAN'S ACFT BEGAN "BUILDING UP MOMENTUM" & HE TRIMMED TO LEVEL OFF AT 1500'. AFTER THE FLT WAS CLEARED TO CONTACT DEPARTURE CONTROL, THE WINGMAN LOOKED AWAY TO LOCATE & CHANGE THE RADIO FREQ. AS HE WAS CHANGING FREQS, HE LOST SIGHT OF THE LEAD ACFT. SUBSEQUENTLY, THE CESSNA CONVERGED WITH THE PIPER, BUT THE WINGMAN DID NOT SEE IT UNTIL JUST BEFORE HIS PROP & NOSE GEAR HIT THE VERTICAL FIN & FUSELAGE OF THE PIPER. THE PIPER ENTERED AN UNCTLD DSCNT & CRASHED. THE CESSNA ENG LOST POWER, BUT THE WINGMAN MADE A SUCCESSFUL FORCED LNDG ON RWY 32 WITH A FAILED NOSE GEAR.

Brief of Accident (Continued)

File No. - 1114

5/25/88

RALEIGH, NC

A/C Reg. No. N737GU

Time (Lcl) - 2113 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. LIGHT CONDITION - DARK NIGHT
4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
5. DIVERTED ATTENTION - PILOT IN COMMAND
6. FORMATION FLYING - IMPROPER - PILOT IN COMMAND
7. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation OTHER

Finding(s)

9. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1085 11/13/88 LUMBERTON, NC A/C Reg. No. N993NA Time (Lcl) - 1700 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	1	0
Accident Occurred During	-LANDING		Pass 0	1	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 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 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 - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data LUMBERTON</p> <p>Runway Ident - 05</p> <p>Runway Lth/Wid - 5000/ 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) STUDENT</p>	<p>Age - 54</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 64</p> <p>Make/Model- 63</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD BEEN FLYING ABOUT 45 MINUTES WHEN HE CRASHED SHORT OF THE RUNWAY. HE BELIEVED HE DEPARTED WITH 16 GALLONS OF FUEL, BASED ON FUEL GAUGE READINGS. THE WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY SYSTEM PROBLEMS. AFTER THE ACCIDENT, ONLY A SMALL QUANTITY OF FUEL WAS FOUND IN THE FUEL SYSTEM. THE ENGINE OPERATED NORMALLY AFTER FUEL WAS PUT IN EACH TANK.

Brief of Accident (Continued)

File No. - 1085

11/13/88

LUMBERTON, NC

A/C Reg. No. N993NA

Time (Lcl) - 1700 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1107 11/15/88 HARKERS ISLAND, NC A/C Reg. No. N8225F Time (Lcl) - 1510 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC
Wind Dir/Speed- 050/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BEAUFORT, NC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2460
Make/Model- UNK/NR
Instrument- 15
Multi-Eng 0
Last 24 Hrs - UNK/NR
Last 30 Days- 150
Last 90 Days- 400

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE WAS ORBITING OVER A SCHOOL OF FISH AT APRX 800' WHEN HE ENCOUNTERED WAKE TURBULENCE FROM HIS OWN ACFT. HE BELIEVED THAT A WIDER ORBIT WOULD HAVE PREVENTED HIM FROM FLYING BACK INTO THE WAKE & ADDITIONAL ALTITUDE WOULD HAVE PROVIDED MORE TIME FOR RECOVERY.

Brief of Accident (Continued)

File No. - 1107

11/15/88

HARKERS ISLAND, NC

A/C Reg. No. N8225F

Time (Lcl) - 1510 EST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

2. TERRAIN CONDITION - WATER
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1022 6/21/88 GRAND FORKS,ND A/C Reg. No. N96730 Time (Lcl) - 1445 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-N2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	GRAND FORKS,ND	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 200/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 10000 FT OVERCAST	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- HAZE		- WET
Precipitation	- NONE		HIGH VEGETATION
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 904
SE LAND,ME LAND	Months Since - 4	Make/Model-	388
	Aircraft Type - UNK/NR	Instrument-	70
		Multi-Eng -	35
		Last 24 Hrs -	3
		Last 30 Days-	UNK/NR
		Last 90 Days-	145

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CFI AND COMMERCIAL RATED PILOT WERE PRACTICING SIMULATED EMERGENCY LANDINGS WITH POWER RECOVERIES. THE STUDENT SET UP AN APPROACH TO A CULTIVATED FIELD AND WHEN POWER WAS ADDED, THE ENGINE ADVANCED TO 1300 RPM, THEN RETURNED TO IDLE. FURTHER ATTEMPTS TO INCREASE RPM WERE FUTILE. THE CFI TOOK THE CONTROLS, CLOSED THE THROTTLE AND PREPARED FOR THE LANDING. AT TOUCHDOWN THE NOSE WHEEL DUG INTO THE SOFT TERRAIN AND THE AIRPLANE NOSED OVER. A POST-ACCIDENT INSPECTION AND ENGINE RUN BY AN A&P MECHANIC WITH INSPECTION AUTHORIZATION FAILED TO REVEAL ANY EVIDENCE TO EXPLAIN THE REPORTED MALFUNCTION. THE AIRCRAFT WAS OPERATING IN THE CARBURETOR ICING PROBABILITY REGION.

Brief of Accident (Continued)

File No. - 1022

6/21/88

GRAND FORKS,ND

A/C Reg. No. N96730

Time (Lcl) - 1445 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - CROP
 6. TERRAIN CONDITION - OPEN FIELD
-

----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. - 1037 8/05/88 CRETE,NE A/C Reg. No. N3566R Time (Lc1) - 1015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - CONTINENTAL IO-346-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CRETE,NE	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	CRETE
Wind Dir/Speed- 320/004 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2150/ 250
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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 42
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 4
		Last 30 Days- 6
		Instrument- 0
		Last 90 Days- 38
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT SAID HE LOST CONTROL SHORTLY AFTER LIFTOFF WHILE ATTEMPTING A SOFT FIELD TAKEOFF. THE ACFT MADE AN UNCONTROLLED DESCENT TO THE TERRAIN ON A FARM FIELD ADJACENT THE AIRSTRIP, CAUSING SUBSTANTIAL DAMAGE TO THE ACFT, BUT NO INJURIES TO THE PILOT.

Brief of Accident (Continued)

File No. - 1037

8/05/88

CRETE,NE

A/C Reg. No. N3566R

Time (Lcl) - 1015 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1081 8/19/88 HEBRON, NE A/C Reg. No. N5329 Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P & W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HEBRON, NE
Destination
LOCAL
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP
Airport Data
HEBRON
Runway Ident - 18
Runway Lth/Wid - 2900/ 60
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 37
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 5000
Make/Model - 3000
Instrument - UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - 300
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MAKING A AERIAL APPLICATION SWATH RUN, THE PILOT WAS CHECKING HIS SPRAY BOOMS BECAUSE OF SOME MALFUNCTIONING NOZZLES. EXITING THE FIELD BETWEEN TWO GROUPS OF TREES ON THE BORDER HE FAILED TO SEE POWER LINE POLES. HE STRUCK THE WIRES, THEN THE TERRAIN, ROLLED SEVERAL TIMES, THEN THE AIRCRAFT WAS CONSUMED BY FIRE.

Brief of Accident (Continued)

File No. - 1081

8/19/88

HEBRON, NE

A/C Reg. No. N5329

Time (Lc1) - 1400 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. DIVERTED ATTENTION - PILOT IN COMMAND
 3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 4. OBJECT - WIRE, STATIC
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - AERIAL APPLICATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 1193 9/26/88 BERTRAND, NE A/C Reg. No. N3390M Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 3

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 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 - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

BERTRAND
Runway Ident - 35
Runway Lth/Wid - 2200/ 60
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 65

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 161	Last 24 Hrs	- 0
Make/Model-	81	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHILE PRACTICING TAKEOFFS & LDGS, HE BELIEVED HE HAD EXCESSIVE GROUND SPEED & ELECTED TO GO AROUND. HE SAID HE WAITED TO LONG TO GO AROUND, SO HE DECIDED TO FLY UNDER POWER LINES, LOCATED AT THE DEP END OF THE STRIP. SHORTLY AFTER LIFT-OFF, THE ACFT STALLED, DRIFTED TO THE LEFT & HIT THE EDGE OF A ROADWAY WHICH WAS ALSO AT THE END OF THE STRIP. THE ROADWAY WAS ABOUT 4 FEET HIGHER THAN THE RWY SURFACE. THE PLT SAID THE AIRSTRIP WAS SLIGHTLY DOWNHILL TO THE NORTH & THE WIND WAS CALM.

Brief of Accident (Continued)

File No. - 1193

9/26/88

BERTRAND,NE

A/C Reg. No. N3390M

Time (Lcl) - 1815 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ABORTED

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 1190 10/16/88 MARION,NE A/C Reg. No. N288T Time (Lcl) - 1840 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE

-----Aircraft Information-----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 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 - 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)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 900 Last 24 Hrs - UNK/NR
Make/Model- 90 Last 30 Days- UNK/NR
Instrument- 41 Last 90 Days- UNK/NR
Multi-Eng - 1 Rotorcraft - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF FROM A FARM FIELD, THE ACFT'S LEFT WING DROPPED & THE ACFT DESCENDED STRIKING THE TERRAIN. WITNESSES SAID THAT IMMEDIATELY AFTER TAKEOFF, THE PLT ATTEMPTED TO MAKE A STEEP CLIMBING, LEFT TURN. A POST ACDNT INSPN REVEALED NO PREIMPACT POWERPLANT OR AIRFRAME FAILURES.

Brief of Accident (Continued)

File No. - 1190

10/16/88

MARION,NE

A/C Reg. No. N288T

Time (Lcl) - 1840 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MANEUVER - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1135 5/17/88 ALBUQUERQUE,NM A/C Reg. No. N5402Y Time (Lcl) - 1710 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 4	0	0	0
Accident Occurred During -GO-AROUND (VFR)					

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CARLSBAD,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CORONADO
Wind Dir/Speed- VARIABLE/017 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds - 6000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1146
SE LAND	Months Since - 7	Make/Model- 1146
	Aircraft Type - C-210N	Instrument- 25
		Multi-Eng - 0
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 7
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING, THE ACFT ENCTRD UNFAVORABLE WINDS & THE PLT INITIATED A GO-AROUND. DURING THE INITIAL CLIMB, THE ACFT WAS OBSERVED TO PITCH & ROLL, THEN ENTER A DSCNT & CRASH IN A NOSE DOWN, RIGHT WING LOW ATTITUDE. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. WITNESSES RPRTD THE WIND WAS STRONG WITH RAPID CHANGES IN DIRECTION & VELOCITY. APRX 6 MI SOUTH AT THE ALBUQUERQUE INTL ARPT (ABQ), THERE WERE NUMEROUS WIND SHEAR ALERTS IN ALL QUADRANTS FROM THE LOW LEVEL WIND SHEAR ALERT SYS (LLWAS). THERE WAS NO LIGHTNING IN THE IMMEDIATE AREA OF THE ACDNT, BUT LIGHTNING WAS RPRTD TO THE NORTHEAST & SOUTH. THE 1650 MDT WX OBSERVATION AT ABQ WAS IN PART: ESTIMATED 6000' BROKEN, WIND FROM 270 DEG AT 17 GUSTING 37, CUMULONIMBUS NORTHWEST, VIRGA ALL QUADRANTS.

Brief of Accident (Continued)

File No. - 1135

5/17/88

ALBUQUERQUE, NM

A/C Reg. No. N5402Y

Time (Lcl) - 1710 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. GO-AROUND - INITIATED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - WINDSHEAR
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6.

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1001 5/27/88 SEBOYETA, NM A/C Reg. No. N5536A Time (Lcl) - 1330 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		0	3	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R9
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
PAGOSA SPRINGS, CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
 ROUGH

Wind Dir/Speed- 260/008 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 7500 FT SCATTERED

Lowest Ceiling - 25000 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 - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 69

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 12000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 75

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED EL PASO, TX, AND FLEW TO DOUGLAS, AZ, WHERE THREE PAX BOARDED. THE PLT THEN FLEW TO A RANCH NEAR SEBOYETA, NM, AND LANDED ON A DIRT ROAD. AFTER CONDUCTING BUSINESS, THE PLT AND HIS PAX TOOK OFF FOR PAGOSA SPRINGS, CO. AS THE ACFT TURNED ON A X-WIND LEG, THE ENG QUIT. WHEN THE PLT LEVELED THE WINGS, THE ENG STARTED, THEN QUIT AGAIN. THE PLT ATTEMPTED TO MAKE A FORCED LANDING. DURING THE APPROACH, THE PLT ATTEMPTED TO AVOID AN ARROYO. THE ACFT STALLED AND CRASHED. THE PLT WAS KILLED BUT THE 3 PAX SURVIVED. POST-ACCIDENT EXAMINATION DISCLOSED TRAPPED FUEL BETWEEN THE FUEL CONTROLLER AND FUEL MANIFOLD. APRX ONE-HALF TANK OF FUEL WAS IN LEFT TANK. RT TANK WAS EMPTY. PLT WAS SEEN TO TURN FUEL SELECTOR FROM LEFT TANK TO RIGHT TANK. ALL FUEL LINES WERE SEVERED. THE ENG WAS LATER FUNCTIONALLY TESTED AND DEVELOPED FULL PWR.

Brief of Accident (Continued)

File No. - 1001

5/27/88

SEBOYETA,NM

A/C Reg. No. N5536A

Time (Lcl) - 1330 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. MANEUVER - ATTEMPTED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. MANEUVER - ABRUPT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

5. STALL
6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - RAVINE

----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) 1,2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1051 5/27/88 ALBUQUERQUE,NM A/C Reg. No. N43411 Time (Lcl) - 1700 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-DESCENT	NONE	Pass 0	1	0	0

-----Aircraft Information-----

Make/Model	- TAYLORCRAFT BC12-D	Eng Make/Model	- CONTINENTAL A65-8	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	CORONADO	
Wind Dir/Speed	- 180/022 KTS	Runway Ident	- 17
Visibility	- 40.0 SM	Runway Lth/Wid	- 4010/ 60
Lowest Sky/Clouds	- 6000 FT SCATTERED	Runway Surface	- ASPHALT
Lowest Ceiling	- 8000 FT BROKEN	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 - NO	Total - 180	Last 24 Hrs - 1
SE LAND	Months Since - 30	Make/Model- 61	Last 30 Days- 5
	Aircraft Type - C-172	Instrument- 1	Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND HIS PASSENGER DECIDED TO MAKE A LOCAL PERSONAL FLIGHT. THE PILOT SAID HE SAW A SQUALL LINE APPROACHING THE AIRPORT, BUT THOUGHT HE COULD GET OFF THE GROUND BEFORE IT ARRIVED. HE TOOK OFF AND STARTED A LEFT CROSSWIND TURN. A GUST OF WIND LIFTED THE RIGHT WING TO AN ANGLE OF 80-90 DEGREES. THE PILOT SAID HE WAS AFRAID HE WOULD GO INVERTED AND INITIATED RECOVERY MEASURES. WITNESSES SAID THE AIRCRAFT ROLLED OVER ON ITS BACK AND IMPACTED THE GROUND IN A NEAR-VERTICAL ATTITUDE. THE PILOT HAD JUST RESTORED THE AIRCRAFT AFTER 10 YEARS OF STORAGE. THE AIRCRAFT HAD NOT RECEIVED AN ANNUAL INSPECTION. THE ENGINE HAD NOT RECEIVED A 100-HOUR INSPECTION.

Brief of Accident (Continued)

File No. - 1051

5/27/88

ALBUQUERQUE, NM

A/C Reg. No. N43411

Time (Lcl) - 1700 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
 3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. WEATHER CONDITION - GUSTS
 5. WEATHER CONDITION - HIGH WIND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 7. STALL/SPIN - 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) 2,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1047 6/14/88 COTTON CITY, NM A/C Reg. No. N2829R Time (Lcl) - 0730 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	ON GROUND	Crew Pass	0	0	0
Accident Occurred During - STANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182K	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAS CRUCES, NM	COTTON CITY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 80.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4500
SE LAND	Months Since - 12	Make/Model- 1400
	Aircraft Type - C-182	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- 10
		Last 90 Days- 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE WAS ATTEMPTING TO START THE CESSNA 182 FOR A CROSS COUNTRY, SOLO, PERSONAL TRANSPORTATION FLIGHT. DURING THE STARTING PROCEDURES, THE ENGINE BACKFIRED AND THE PILOT SMELLED AND SAW SMOKE COMING FROM THE ENGINE COWLING AREA. THE PILOT EXITED THE AIRPLANE AND ATTEMPTED TO EXTINGUISH THE FIRE WITH LOOSE DIRT TO NO AVAIL. THE FIRE DEPARTMENT WAS CALLED AND ARRIVED WITHIN 15 MINUTES, BUT THE FIRE HAD DESTROYED THE AIRPLANE.

Brief of Accident (Continued)

File No. - 1047

6/14/88

COTTON CITY,NM

A/C Reg. No. N2829R

Time (Lc1) - 0730 MDT

Occurrence #1

FIRE

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1045 6/19/88 MORIARTY,NM A/C Reg. No. N143SS Time (Lcl) - 1745 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - GROB G-102	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 - 990	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data MORIARTY
Completeness - N/A		Runway Ident - 26
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 5100/ 50
Wind Dir/Speed- 180/005 KTS	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - UNK/NR SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 176
	Months Since - 9	Make/Model- 90
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- 13
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT GLIDER PLT WAS COMPLETING A FIVE HR ENDURANCE FLIGHT. DURING THE TURN FROM BASE TO FINAL, THE GLIDER ENCOUNTERED A 15 KT XWIND AND OVERSHOT THE TURN. THE PLT ATTEMPTED TO "BUTTONHOOK" BACK TOWARD THE INTENDED TOUCHDOWN POINT. WITNESSES STATED THAT DURING LANDING ON A GRAVEL RWY, PARALLEL TO AND BESIDE RWY 26, THE LEFT WING STRUCK THE GROUND. THE GLIDER THEN GROUNDLOOPEd. THE PILOT SAID THAT FATIGUE MAY HAVE AFFECTED HIS ABILITY TO CONTROL THE GLIDER DURING LANDING.

Brief of Accident (Continued)

File No. - 1045

6/19/88

MORIARTY,NM

A/C Reg. No. N143SS

Time (Lcl) - 1745 MDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. GROUND LOOP/SWERVE
5. FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1155 6/26/88 CIMARRON, NM A/C Reg. No. N4813E Time (Lcl) - 1715 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		1	0	0	0

-----Aircraft Information-----

Make/Model - DOUGLAS A-26C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 32000
No. of Seats - 2

Eng Make/Model - P&W R-2800
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1100 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
GOODLAND, KS
Destination
PHOENIX, AZ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 44
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1086
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RCVD A WX BRIEFING BEFORE TAKEOFF, BUT DID NOT FILE A FLT PLAN. DRG THE FLT, THE ACFT (DOUGLAS A-26C, N4813E) CRASHED IN MOUNTAINOUS TERRAIN AT AN ELEV OF ABOUT 11,200' NEAR BALDY MOUNTAIN. SCOUTING PERSONNEL, WHO WERE CAMPED IN THE VICINITY, RPRTD THE WX WAS POOR WITH A LOW CEILING, RESTRICTED VISIBILITY, RAIN & HAIL. AN EXAM OF THE CRASH SITE REVEALED THE ACFT IMPACTED IN A STEEP, RIGHT WING LOW, NOSE LOW ATTITUDE. MUCH OF THE WRECKAGE COLLAPSED INTO THE IMPACT CRATER. THE DEGREE OF DESTRUCTION WAS CONSISTENT WITH A HIGH SPEED IMPACT. CHORDWISE SCRATCH MARKS WERE FOUND ON THE PROP BLADES. SEVERAL TREE BRANCHES & LIMBS AT THE CRASH SITE HAD SMOOTH CUTS. THE PLT WAS TYPE RATED IN THE A-26, BUT HIS CERTIFICATE HAD A LIMITATION THAT RESTRICTED HIM TO FLYING IT IN "VFR ONLY." NEITHER THE PLT NOR THE RATED PASSENGER HELD AN INSTRUMENT RATING. THE RATED PASSENGER DID NOT HAVE A TYPE RATING IN THE A-26, BUT THE PLT POSSESSED A WAIVER TO FLY N4813E AS A SINGLE PLT AIRPLANE.

Brief of Accident (Continued)

File No. - 1155

6/26/88

CIMARRON,NM

A/C Reg. No. N4813E

Time (Lc1) - 1715 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DUSK
2. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH TERRAIN
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - HAIL
8. WEATHER CONDITION - OBSCURATION
9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

10. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
11. SPATIAL DISORIENTATION - PILOT IN COMMAND
12. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

13. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,12,13

Brief of Accident

File No. - 1134 6/27/88 CAPITAN,NM A/C Reg. No. N29318 Time (Lcl) - 0936 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA FE,NM
Destination
MIDLAND, TX

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 - 59

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1100	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 40
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 0559 MDT, THE PLT WAS ADVISED OF A FORECAST FOR OCNL CEILINGS BELOW 1000 FT, VISIBILITIES AT OR LESS THAN 3 MI, RAIN SHOWERS, FOG & POSSIBLE THUNDERSTORM ACTIVITY ALONG THE PROPOSED ROUTE. HE DID NOT FILE A FLT PLAN, BUT TOOK OFF AT 0844 WITHOUT OBTAINING AN UPDATED WX BRIEFING. A LINEMAN RPRTD THE ACFT WAS JUMP-STARTED DUE TO A "DEAD" BATTERY. THE LINEMAN ALSO SAID THE PLT MENTIONED SOMETHING ABOUT A BAD ALTERNATOR & THAT HE SEEMED DETERMINED TO GO ON THE FLT. WHEN THE ACFT DID NOT ARRIVE AT THE DESTN, A SEARCH WAS INITIATED. THE ACFT WAS FND WHERE IT HAD CRASHED ON RISING TERRAIN AT THE 9500 FT LEVEL OF CAPITAN MTN, WHICH PEAKED AT AN ELEV OF 10,230 FT. THERE WAS EVIDENCE THE ACFT WAS IN CRUISE FLT WHEN THE ACDNT OCCURRED. AUTHORITIES RPRTD THAT ON THE MORNING OF THE ACDNT, THERE WERE SCATTERED THUNDERSTORMS IN THE AREA & THAT THE MTN TOPS WERE OBSCURED BY CLOUDS & FOG. AN EXAM OF THE WRECKAGE DISCLOSED NO EVIDENCE OF A PREIMPACT FAILURE/MALFUNCTION OF THE AIRFRAME, ENG OR FLT CONTROLS.

Brief of Accident (Continued)

File No. - 1134

6/27/88

CAPITAN,NM

A/C Reg. No. N29318

Time (Lc1) - 0936 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - OBSCURATION
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - THUNDERSTORM
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE - NORMAL

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. TERRAIN CONDITION - RISING
11. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,11

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1147 8/03/88 ALBUQUERQUE, NM A/C Reg. No. N704UN Time (Lcl) - 1910 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 270/004 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CORONADO
Runway Ident - 17
Runway Lth/Wid - 4000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP, CFI
SE LAND, ME LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	2873
Make/Model-	392
Instrument-	150
Multi-Eng -	1310
Last 24 Hrs -	1
Last 30 Days-	22
Last 90 Days-	114

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) & STUDENT PLT WERE ON AN INSTRUCTIONAL FLT. THE CFI RPRTD THAT WHILE CLIMBING THRU APRX 150' AGL, THE ACFT ENCTRD A DOWNDRAFT. HE TOOK THE CONTROLS, BUT THE ACFT DESCENDED TO ABOUT 10 FT AGL. THE CFI ELECTED TO LAND IMMEDIATELY TO AVOID A RESIDENTIAL AREA. DURING ROLLOUT ON ROUGH TERRAIN, THE NOSE WHEEL ENTERED A GULLY & THE ACFT NOSED OVER. OTHER PLTS IN THE AREA REPORTED LOW LEVEL WIND SHEAR AT THE TIME OF THE ACNT.

Brief of Accident (Continued)

File No. - 1147

8/03/88

ALBUQUERQUE,NM

A/C Reg. No. N704UN

Time (Lcl) - 1910 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - WINDSHEAR
4. WEATHER CONDITION - DOWNDRAFT
5. CLIMB - NOT ATTAINED -

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND(CFI)
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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1136 10/14/88 EDGEWOOD, NM A/C Reg. No. N7258D Time (Lcl) - 1630 MDT

-----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 - MANEUVERING

Fire NONE Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 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 - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SANDIA AIRPARK
Runway Ident - 27
Runway Lth/Wid - 5000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1012 Last 24 Hrs - UNK/NR
Make/Model- 741 Last 30 Days- UNK/NR
Instrument- 15 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD JUST BEEN OVERHAULED & A NEW PROP (HARTZELL MODEL 7636D-4) HAD BEEN INSTALLED IN PLACE OF THE OLD PROP. THE PLT RPTD THAT AFTER TAKEOFF, THE ACFT FAILED TO CLIMB, ALTHOUGH HE WAS USING FULL POWER. HE SAID HE HEADED FOR LOWER TERRAIN & CIRCLED UNTIL ALTITUDE LOSS WAS EXCESSIVE. SUBSEQUENTLY, THE ACFT CRASHED AS HE WAS TURNING INTO THE WIND TO LAND. THE ACFT HAD BEEN SVCD WITH A FULL LOAD OF FUEL. THE DENSITY ALT WAS ABOUT 9000'.

Brief of Accident (Continued)

File No. - 1136

10/14/88

EDGEWOOD,NM

A/C Reg. No. N7258D

Time (Lc1) - 1630 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----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

Brief of Accident

File No. - 1103 7/16/88 WELLINGTON,NV A/C Reg. No. N14XZ Time (Lcl) - 1645 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
	Fire	Crew	Serious	Minor	None
Type of Operation - PERSONAL	NONE	Pass	1	0	0
Flight Conducted Under -14 CFR 91			0	0	0
Accident Occurred During -UNKNOWN					

-----Aircraft Information-----

Make/Model - APPLEBAY ZUNI 2	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 - 1200	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MINDEN,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 020/008 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 - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 231
	Months Since - 4	Make/Model- 13
GLIDER	Aircraft Type - 2-32	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 3
		Last 30 Days- 5
		Last 90 Days- 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT (WITH ONLY 13 HRS FLT TIME IN THE HI PERFORMANCE SAILPLANE) TOOK OFF AT 1330 PDT. PSN RPRTS WITH HER GND CREW WERE NORMAL UNTIL 1630, THEN ANOTHER PLT OFFERED TO RELAY MESSAGES. AFTER CTCG HER GND CREW, THE OTR PLT TRIED CALLING HER BACK AT APRX 1645, BUT GOT NO RESPONSE. A SEARCH WAS INITIATED, THE WRECKAGE WAS FND THE NEXT DAY AT 0955, SCATTERED OVR A WIDE AREA ON MTN/HILLY TRRN. THERE WAS EVIDENCE OF AN IN-FLT BREAKUP. THE RGT WING HAD FAILED AT THE OUTBOARD END OF THE FLAP; THE OUTBOARD PORTION WAS FND APRX 500' WEST OF THE MAIN WRECKAGE. THE LEFT WING HAD FAILED IN THE SAME AREA & ITS MAIN SPAR HAD FAILED AT THE WING ROOT. FRACTURES WERE TYPICAL OF POSITIVE OVERLOAD WITH NO PREEXISTING FATIGUE. HORIZONTAL STABILIZER WAS FND APRX 1/2 MI SOUTH OF THE MAIN WRECKAGE. THERE WAS EVIDENCE THE PLT HAD BAILED OUT, BUT HAD HIT THE GND BEFORE THE CHUTE WAS FULLY DEPLOYED. THE CHUTE WAS LAST PACKED ON 2/4/88. TOWERING CUMULUS CLDS WERE RPRTD 34 MI WEST AT LAKE TAHOE. ANOTHER PLT IN THE VCNTY MADE A PRCNTRY LNDG DUE TO TSTM, RAIN, TURBC, & GUSTY WIND.

Brief of Accident (Continued)

File No. - 1103

7/16/88

WELLINGTON,NV

A/C Reg. No. N14XZ

Time (Lc1) - 1645 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - TURBULENCE
4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1084 11/25/88 HAMILTON, OH A/C Reg. No. N45TC Time (Lcl) - 1730 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 - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HAMILTON
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5440/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 265
SE LAND	Months Since - 4	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model- 42
		Last 30 Days- 8
		Instrument- 6
		Last 90 Days- 11
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL WHILE PRACTICING CROSSWIND LANDINGS. THE WINDS WERE REPORTED AT 10 WITH GUSTS TO 15 KNOTS. THE PILOT DID NOT REPORT HAVING AN AIRPLANE SYSTEM PROBLEM.

Brief of Accident (Continued)

File No. - 1084

11/25/88

HAMILTON, OH

A/C Reg. No. N45TC

Time (Lc1) - 1730 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
-

-----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. - 1104 2/18/88 ROSEBURG,OR A/C Reg. No. N7981J Time (Lcl) - 0903 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	1	1

-----Aircraft Information-----

Make/Model - BELL 206A
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 400 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 - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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
HELICOPTER

Age - 44
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 5697
Make/Model-	1500
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	5
Last 30 Days-	UNK/NR
Last 90 Days-	20
Rotorcraft -	4715

Instrument Rating(s) - NONE

-----Narrative-----

WHILE HOVERING AT 200' AGL, THE ENG LOST POWER & THE PLT ENTERED AN AUTOROTATION. HE MANEUVERED TO AVOID TREES & LANDED AMID TREE STUMPS IN A LOGGING CLEAR CUT AREA. AN INVESTIGATION REVEALED THE 1ST STAGE TURBINE WHEEL HAD FAILED. THE WHEEL EXITED THE ENG & AIRFRAME IN MORE THAN TWO PIECES & WAS NOT RECOVERED. THE MODE OF WHEEL FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1104

2/18/88

ROSEBURG,OR

A/C Reg. No. N7981J

Time (Lcl) - 0903 PST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation HOVER

Finding(s)

1. TURBINE ASSEMBLY, TURBINE WHEEL - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

2. AUTOROTATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1169 8/04/88 NORTH BEND,OR A/C Reg. No. N151LC Time (Lcl) - 0930 PDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - OTHER WORK USE	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 133	NONE	Pass	0	0	1	0
Accident Occurred During - LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - BELL UH-1E	Eng Make/Model - LYCOMING T53-L-13B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 9500	Engine Type - TURBOSHAFT	
No. of Seats - 2	Rated Power - 1400 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- 340/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	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)		
ATP	Current - YES	Total - 7805	Last 24 Hrs -	1
	Months Since - 18	Make/Model- 1220	Last 30 Days-	68
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 82	Last 90 Days-	86
			Rotorcraft -	7805

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DRG A LOGGING OPN, THE PLT NOTED AN APPARENT TRANSMISSION MALFUNCTION. AN AUTOROTATIVE LANDING WAS MADE ON UNPREPARED TERRAIN & THE HELICOPTER WAS DAMAGED. AN INVESTIGATION REVEALED THE TAIL ROTOR DRIVE INPUT GEAR IN THE 42 DEG GEARBOX HAD FAILED FROM FATIGUE. N151LC WAS A MILITARY SURPLUS HELICOPTER. THE GEARBOX HAD BEEN OVERHAULED ON 6/15/87. THE OPERATOR'S RECORDS SHOWED IT HAD BEEN IN SERVICE FOR 373 HRS SINCE OVERHAUL.

Brief of Accident (Continued)

File No. - 1169

8/04/88

NORTH BEND, OR

A/C Reg. No. N151LC

Time (Lcl) - 0930 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation HOVER

Finding(s)

1. ROTOR DRIVE SYSTEM, INTERMEDIATE GEAR BOX(42 DEG) - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

2. AUTOROTATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1093 9/11/88 COTTAGE GROVE,OR A/C Reg. No. N68142 Time (Lcl) - 1820 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 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 COTTAGE GROVE,OR	ON AIRPORT
Method - N/A	Destination	Airport Data
Completeness - N/A	LOCAL	COTTAGE GROVE STATE
Basic Weather - VMC	ATC/Airspace	Runway Ident - 15
Wind Dir/Speed- 340/025 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
Visibility - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 830
SE LAND	Months Since - 16	Make/Model- 200
	Aircraft Type - C-172RG	Instrument- 104
		Multi-Eng - 0
		Last 24 Hrs - 5
		Last 30 Days- 66
		Last 90 Days- 160
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A LOSS OF POWER OCCURRED AFTER TAKEOFF FROM RUNWAY 33, DURING TURN FROM UPWIND TO CROSSWIND, WHILE DOING TOUCH AND GO LANDINGS. AFTER CHECKING THE FUEL SELECTOR AND APPLYING CARBURETOR HEAT, THE INSTRUCTOR PILOT MADE A RIGHT TURN BACK TO THE RUNWAY. THE WIND WAS FROM 340 DEGREES AT 25 KNOTS GUSTING TO 30 KNOTS. FULL FLAPS WERE USED. AN OVERSHOOT OCCURRED WITH THE LANDING TOUCHDOWN ACCOMPLISHED 1/4 MILE FROM THE AIRPORT. A TREE WAS STRUCK PRIOR TO LANDING ROLL. DURING LANDING ROLL THE NOSE GEAR STRUCK A SHORT WALL AND THEN A STACK OF BRICKS. EXAM OF THE ENGINE DID NOT REVEAL ANY SYSTEM MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1093

9/11/88

COTTAGE GROVE, OR

A/C Reg. No. N68142

Time (Lc1) - 1820 PDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING

Finding(s)

2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - TAILWIND
5. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND(CFI)
6. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND(CFI)
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

8. OBJECT - TREE(S)
9. OBJECT - WALL/BARRICADE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1166 9/19/88 BEND, OR A/C Reg. No, N8765P Time (Lcl) - 1415 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

1

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-E4A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 300/015 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CALDWELL, ID

Destination

REDMOND, OR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 750

Make/Model- 450

Instrument- 130

Multi-Eng - 30

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APRX 1239 PDT, WHILE ON AN IFR X-COUNTRY FLT AT 14,000', THE ACFT ENCTRD ICING CONDS. DRG THE NEXT 1.4 HRS, THE PLT CHANGED ALTITUDE IN INCREMENTS, CLIMBING TO 17,000', THEN DESCENDING TO 11,000' TO AVOID ICING. AT APRX 1411 PDT, HE INDCD THE ENG HAD LOST POWER & SUBSEQUENTLY SAID THE PROP WAS WINDMILLING. AT THAT POINT, THE ACFT WAS STILL SOME 20 TO 30 MI FROM THE DESTN. THE PLT WAS UNABLE TO GLIDE TO AN ARPT. DRG AN EMERG LANDING, THE LEFT WING HIT A TREE & THE ACFT CRASHED. THE FUEL SELECTOR WAS FOUND PSND TO FEED FROM THE RGT TANK, BUT THE RGT TANK HAD NO FUEL REMAINING. ONLY ABOUT 1 QUART OF FUEL WAS FOUND IN THE RGT AUX TANK. THE LEFT TANKS HAD RUPTURED & WERE EMPTY, BUT NO EVIDENCE OF FUEL SPILLING WAS FOUND.

Brief of Accident (Continued)

File No. - 1166

9/19/88

BEND,OR

A/C Reg. No. N8765P

Time (Lc1) - 1415 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - ROLL

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1090 9/23/88 EUGENE, OR A/C Reg. No. N234K Time (Lcl) - 0558 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-31T-620	Eng Make/Model - P & W PT6-28	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9000	Engine Type - TURBOPROP	
No. of Seats - 7	Rated Power - 620 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ALBANY, OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	EUGENE, OR	MAHLON SWEET
Wind Dir/Speed- 020/004 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 25.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 6202/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1800 FT BROKEN	Type Apch/Lndg - ILS-COMplete	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 16000
SE LAND, ME LAND	Months Since - 8	Make/Model - 5000
	Aircraft Type - PA-31T	Instrument - 2500
		Multi-Eng - 8000
		Last 24 Hrs - 0
		Last 30 Days - 50
		Last 90 Days - 150
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT HAD IFR CLRNc AND WAS ON ILS APPROACH IN VMC ABOVE THIN FOG LAYER AT NIGHT. PLT HAD VISUAL CONTACT WITH RUNWAY ENVIRONMENT BUT COLLIDED WITH 10 FOOT TALL ILS MIDDLE MARKER ANTENNA/BUILDING 1/2 MILE FROM RUNWAY THRESHOLD, SEPARATING LEFT MAIN LNDG GEAR AND DAMAGING LEFT HORIZONTAL STAB. THE PLT DIVERTED TO A VFR FIELD AND LANDED. RADAR SHOWED ACFT AT 400 FT MSL WHEN 3/4 MILE FROM THRESHOLD. FIELD ELEV IS 365 FT MSL.

Brief of Accident (Continued)

File No. - 1090

9/23/88

EUGENE,OR

A/C Reg. No. N234K

Time (Lcl) - 0558 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - APPROACH LIGHT/NAVAID
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - DARK NIGHT
4. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
5. ALTITUDE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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. - 1176 9/30/88 TROUTDALE,OR A/C Reg. No. N9550W Time (Lcl) - 1910 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor None
1 0 0
0 3 0

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 250/007 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 29

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 106 Last 24 Hrs - 1
Make/Model- 12 Last 30 Days- UNK/NR
Instrument- 2 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT SOON AFTER TAKEOFF, HE REALIZED THERE WAS INSUFFICIENT POWER. SUBSEQUENTLY, THE ACFT MUSHED INTO TREES & A RASPBERRY FIELD & WAS DAMAGED. AN EXAM OF THE ENG REVEALED A PIECE OF THE CARBURETOR HEAT MUFF HAD BROKEN OFF & WAS INGESTED INTO THE CARBURETOR VENTURI.

Brief of Accident (Continued)

File No. - 1176

9/30/88

TROUTDALE,OR

A/C Reg. No. N9550W

Time (Lcl) - 1910 PDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF

Finding(s)

1. EXHAUST SYSTEM - FAILURE,PARTIAL
2. FUEL SYSTEM,CARBURETOR - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

3. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

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. - 1172 10/04/88 FIELDS,OR A/C Reg. No. N401S Time (Lc1) - 1000 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	3

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA341G
Landing Gear - SKID
Max Gross Wt - 3970
No. of Seats - 5

Eng Make/Model - TURBOMECA ASTAZOU III A
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 500 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 - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DENIO,NV
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND,SE SEA
HELICOPTER

Age - 59

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - SA341G

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9000	Last 24 Hrs -	1
Make/Model-	68	Last 30 Days-	21
Instrument-	1200	Last 90 Days-	47
Multi-Eng -	3500	Rotorcraft -	68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPTD THAT AS HE WAS IN A SLOW DESCENDING TURN TO THE LEFT AT ABOUT 20 KTS (TRANSLATIONAL LIFT). THE HELICOPTER SUDDENLY ROTATED TO THE LEFT WITHOUT WARNING. HE ESTIMATED THAT THIS OCCURRED AT ABOUT 30 FT AGL. HE APPLIED RIGHT PEDAL & THE ROTATION STOPPED IN A SLIGHT NOSE DOWN ATTITUDE AFTER ABOUT 2 TURNS. ALSO, THE PLT NOTICED THAT THE ENG WAS NOT PROVIDING POWER; HE PRESUMED THE FUEL LIMITER HAD RESTRICTED THE FLOW OF FUEL TO THE ENG, CAUSING A REDUCTION OF POWER. BEFORE TOUCHDOWN, THE PLT APPLIED COLLECTIVE TO CUSHION THE LANDING, BUT THE RIGHT SKID WAS DAMAGED & THE MAIN ROTOR BLADES FLEXED DOWNWARD & CONTACTED THE TAIL BOOM. THE DENSITY ALT WAS COMPUTED TO BE NEAR 6000 FT.

Brief of Accident (Continued)

File No. - 1172

10/04/88

FIELDS,OR

A/C Reg. No. N401S

Time (Lcl) - 1000 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1002 6/07/88 ENON VALLEY, PA A/C Reg. No. N2317N Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew	2	0	0	0	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 290/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BEAVER FALLS, PA

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, CFI

SE LAND, ME LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1105 Last 24 Hrs - 3

Make/Model- 284 Last 30 Days- 159

Instrument- 147 Last 90 Days- 381

Multi-Eng - 114

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED MANEUVERING AT LOW ALTITUDE. THE NOSE WAS OBSERVED TO DROP AND A LEFT ROTATION STARTED. ONE WITNESS SAID THE ROTATION STOPPED BEFORE THE AIRCRAFT DISAPPEARED BEHIND A TREE LINE. THE AIRCRAFT CAUGHT FIRE WITHIN ONE MINUTE OF IMPACT AND BURNED. THE PRIVATE PILOT WORKING ON COMMERCIAL MANEUVERS AND THE FLIGHT INSTRUCTOR WERE FATALLY INJURED. THE COCKPIT AREA WAS DESTROYED BY FIRE. NO PRE-EXISTING PROBLEMS WERE FOUND WITH THE ENGINE OR AIRFRAME. COMPANY POLICY WAS TO TERMINATE ALL MANEUVERS AT 500 FT AGL. THE AIRCRAFT WAS MANEUVERING AT STEEP ANGLES OF BANK AND BELOW 500 FT AGL.

Brief of Accident (Continued)

File No. - 1002

6/07/88

ENON VALLEY, PA

A/C Reg. No. N2317N

Time (Lcl) - 1230 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND(CFI)
 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GRASS
-

-----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. - 1059 11/02/88 OAK GROVE, PA A/C Reg. No. N44 Time (Lcl) - 1013 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FAA FLT INSP
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage

DESTROYED

Fire

ON GROUND

Injuries

Fatal

Crew 3

Pass 0

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - ROCKWELL 1121A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 18500
No. of Seats - 3

Eng Make/Model - GEN ELEC CJ-610-5
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2950 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 250/010 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PITTSBURGH, PA
Destination
LATROBE, PA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WESTMORELAND CO.
Runway Ident - 23
Runway Lth/Wid - 5501/ 100
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP
SE LAND, ME LAND

Age - 64

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - 1121

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 16957 Last 24 Hrs - 10
Make/Model- 4428 Last 30 Days- 24
Instrument- 2370 Last 90 Days- 94
Multi-Eng - 16751

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT ENTERED AN AREA OF FCST MOD ICING. ICE DETECTION SYS HAD BEEN INTRMTLY INOP. THE ACFT ENTERED HOLDING IN ICING COND WHILE CKG FLT INSP EQUIP. EVIDENCE INDICATED CREW NOTED ICE ACCRETION, ACTIVATED SURFACE DE-ICE SYS, ICE BROKE LOOSE AND ENTERED ENG INTAKES. BOTH ENGS FLAMED OUT. DRG EMERG DESCENT CREW INIT RE-STARTS, BUT NEITHER ENG WOULD SUSTAIN PWR. CREW RQSTD VECTORS TO MORE DISTANT AIRPORT. BOTH PLTS WERE SEEN DRINKING PREV NIGHT. C/P HAD RECENTLY LOST DRIVERS LICENSE FOR DUI. CAPT HAD DECIDED TO RETIRE THAT DAY. C/P HAD WORKED IN FLT OPS 3 DAYS IN 8 WKS AND HAD LMTD TRNG IN FLT INSPECTION. BOTH PLTS HAD PERSONAL STRESSES WHICH MAY HAVE INFLUENCED PERFORMANCE. CAPT'S CONTAMINATED THORACIC BLOOD REVEALED 0.057% ALCOHOL. PUTRIFICATION WOULD ACCT FOR PART OF ALCOHOL LEVEL. C/P HAD TRACE ALCOHOL IN URINE ONLY. BOTH ENGS SHOWED COMPRESSOR FOD CONSISTENT WITH ICE INGESTION. NO OTHER ACFT SYS OR ENG MALFUNCTION FOUND.

Brief of Accident (Continued)

File No. - 1059

11/02/88

OAK GROVE, PA

A/C Reg. No. N44

Time (Lcl) - 1013 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - HOLDING(IFR)

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. ICE/FROST REMOVAL FROM AIRCRAFT - DELAYED - PILOT IN COMMAND
3. INATTENTIVE - PILOT IN COMMAND
4. PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
5. PSYCHOLOGICAL CONDITION - COPILOT/SECOND PILOT
6. INADEQUATE INITIAL TRAINING - COPILOT/SECOND PILOT
7. INADEQUATE SURVEILLANCE OF OPERATION, INSUFFICIENT STAFF - FAA(ORGANIZATION)

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - HOLDING(IFR)

Finding(s)

8. FUSELAGE - ICE
9. ICE/FROST REMOVAL FROM AIRCRAFT - PERFORMED -
10. COMPRESSOR ASSEMBLY, BLADE - FOREIGN OBJECT DAMAGE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

11. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,10

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1132 6/20/88 CATANO,PR A/C Reg. No. N90360 Time (Lcl) - 1252 AST

-----Basic Information-----

Type Operating Certificate-COMMUTER	Aircraft Damage DESTROYED		Injuries		
Type of Operation -POSITIONING	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0
Accident Occurred During -MANEUVERING			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - TED SMITH AEROSTAR 600	Eng Make/Model - LYCOMING IO-540-K1F5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 5500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN JUAN,PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 070/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2000 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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7391
SE LAND,ME LAND	Months Since - 2	Make/Model- 11
	Aircraft Type - TS-600	Instrument- 850
		Multi-Eng - 6691
		Last 24 Hrs - 1
		Last 30 Days- 13
		Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE ACFT WAS TAXIING FOR TAKEOFF, WITNESSES NOTED THE L REAR BAGGAGE DOOR WAS UNLOCKED & HANGING DOWN. A WARNING WAS RELAYED TO THE PLT VIA THE TWR, BUT BY THEN THE ACFT WAS AIRBORNE & THE PLT HAD RPRTD A CONTROL PRBLM. DRG LIFT-OFF, THE ACFT PITCHED UP SHARPLY & ENTERED AN IMMEDIATE RGT BANK OF ABT 45 DEG. AS THE GEAR RETRACTED, THE BANK ANGLE DECREASED TO ABT 20 DEG. THE ACFT WAS RPRTD TO YAW SLIGHTLY FM SIDE TO SIDE & CIRCLE TO THE RGT WHILE CLIMBING TO ABT 1000'. A WITNESS (IN RADIO CTC) ASKED THE PLT ABT THE PROBLEM; THE PLT REPLIED THE CONTROLS (CTLs) WERE LOCKED TO ONE SIDE. ON ADVICE OF OTRS, THE PLT TRIED TO CTL THE ACFT WITH ENG POWER ADJUSTMENTS, BUT THE ACFT LOST ALT TO ABT 200' AGL. SUBSEQUENTLY, WHILE MNVRG, IT STRUCK A TREE, THEN HIT A UTILITY POLE & CRASHED. DRG IMPACT THE LOWER FUSELAGE, WHICH HOUSED THE FLT CTL LINKAGES, WAS BADLY DMGD. NO PREIMPACT MECH PRBLM WAS VERIFIED CONCERNING THE FLT CTLs, AUTOPLT OR TRIM. A PLT, WHO HAD PREVIOUSLY FLOWN THE ACFT WITH THE BAGGAGE DOOR OPEN, SAID HE EXPERIENCED NO ADVERSE CTL PRBLMS.

Brief of Accident (Continued)

File No. - 1132

6/20/88

CATANO,PR

A/C Reg. No. N90360

Time (Lcl) - 1252 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. DOOR - OPEN
3. FLIGHT CONTROL SYSTEM - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

4. OBJECT - TREE(S)
5. OBJECT - UTILITY POLE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1124 6/29/88 GREENVILLE, SC A/C Reg. No. N7392A Time (Lcl) - 0740 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

DONALDSON CENTER
Runway Ident - 22
Runway Lth/Wid - 8000/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 397
Make/Model - 144
Instrument - 54
Multi-Eng - 2
Last 24 Hrs - 2
Last 30 Days - 15
Last 90 Days - 48
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT & INSTRUCTOR (CFI) WERE ON A PRACTICE SHORT FIELD APCH, SIMULATING A 50' OBSTACLE. THE CFI RPRTD THAT AS THE ACFT CAME OVER THE THRESHOLD AT ABOUT 40' AGL, THE AIRSPEED WAS 60 MPH & THE FLAPS WERE EXTENDED 40 DEG. THE STUDENT REDUCED THE POWER TO IDLE, ESTABLISHED A HIGH SINK RATE & FLARED JUST BEFORE TOUCHDOWN. THE ACFT LANDED HARD & BOUNCED. AFTER BOUNCING TWICE, THE CFI TOLD THE STUDENT TO ADD POWER. THE STUDENT APPLIED FULL POWER & ATTEMPTED A GO-AROUND, BUT THE ACFT CLIMBED ONLY 10 TO 15 FT, THEN THE LEFT WING DROPPED & THE ACFT CRASHED BESIDE THE RWY. THE STUDENT SAID THIS WAS THE 1ST TIME HE TRIED A SHORT FIELD LANDING & THAT HE HAD NO PREVIOUS DEMONSTRATION. THE CFI HAD ONLY 397 HRS TOTAL FLT TIME.

Brief of Accident (Continued)

File No. - 1124

6/29/88

GREENVILLE, SC

A/C Reg. No. N7392A

Time (Lc1) - 0740 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. RECOVERY FROM BOUNCED LANDING - IMPROPER -
4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

5. GO-AROUND - ATTEMPTED - DUAL STUDENT
6. AIRSPEED - INADEQUATE -
7. STALL - INADVERTENT -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ABORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6,7

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1125

7/25/88

MITCHELL, SD

A/C Reg. No. N42JK

Time (Lcl) - 1500 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 -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - KRALL DRAGONFLY
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - VOLKSWAGON UNK
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PIERRE, SD
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MITCHELL MUNI
Runway Ident - 12
Runway Lth/Wid - 6705/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 20

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	209	Last 24 Hrs -	0
Make/Model-	8		Last 30 Days-	14
Instrument-	46		Last 90 Days-	28
Multi-Eng -	22			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG THE 1ST ATTEMPT TO LAND, THE ACFT BOUNCED SEVERAL TIMES, THEN THE PLT MADE A GO-AROUND. ON THE 2ND ATTEMPT, THE ACFT BOUNCED AGAIN & BEGAN TO PORPOISE. A WITNESS HEARD THE ENG RPM INCREASE TO "WHAT SOUNDED LIKE FULL POWER." THE ACFT LIFTED OFF, BUT SUBSEQUENTLY, THE NOSE DROPPED & THE ACFT IMPACTED IN GRASS BESIDE THE RWY.

Brief of Accident (Continued)

File No. - 1125

7/25/88

MITCHELL,SD

A/C Reg. No. N42JK

Time (Lc1) - 1500 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ABORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1149 8/10/88 STURGIS,SD A/C Reg. No. N49727 Time (Lcl) - 1830 MDT

-----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	2	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - 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- 090/005 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
STURGIS,SD
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 54

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - BH-206B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 20500	Last 24 Hrs - 8
Make/Model- 12000	Last 30 Days- 100
Instrument- UNK/NR	Last 90 Days- 250
Multi-Eng - UNK/NR	Rotorcraft - 18000

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A FLT WITH 2 PAX TO TAKE PICTURES. HE STATED THAT "WHILE IN LEVEL FLIGHT AT 120 MPH AND 300 FEET ABOVE THE GROUND, A PITCH OVER WAS INITIATED FOR PICTURE TAKING. AT THAT MOMENT, IT APPEARED THAT THE FUEL FLOW CAVITATED. THE FORWARD FUEL PUMP WAS DETERMINED TO BE INOPERATIVE JUST BEFORE THE HELICOPTER TOUCHED DOWN, BY THE WARNING LIGHT AND THE AUDIO ENGINE WARNING HORN. A FULL SAFE AUTOROTATION WAS PERFORMED TO TOUCHDOWN IN A FIELD, 1/4 MILE FROM WHERE THE ENGINE QUIT. UPON TOUCHDOWN, THE HELICOPTER ROCKED FORWARD AND THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM." A POST-ACDNT INSPN VERIFIED THAT THE ELECTRICAL FUEL BOOST PUMP WAS INOP.

Brief of Accident (Continued)

File No. - 1149

8/10/88

STURGIS,SD

A/C Reg. No. N49727

Time (Lcl) - 1830 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation DESCENT

Finding(s)

1. FUEL SYSTEM,ELECTRIC BOOST PUMP - FAILURE,TOTAL
 2. MANEUVER - INITIATED -
 3. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - IMPROPER - PILOT IN COMMAND
 6. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1117 10/22/88 WHITWELL, TN A/C Reg. No. N321SB Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- SCHEMPP-HIRTH DISCUS-B	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	- 1150	Engine Type	- N/A			
No. of Seats	- 1	Rated Power	- N/A			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	GADSDEN, AL	
Completeness	Destination	Airport Data
Basic Weather	GADSDEN, AL	Runway Ident
Wind Dir/Speed-	ATC/Airspace	Runway Lth/Wid
Visibility	Type of Flight Plan	Runway Surface
Lowest Sky/Clouds	Type of Clearance	Runway Status
Lowest Ceiling	Type Apch/Lndg	
Obstructions to Vision-	- TRAFFIC PATTERN	
Precipitation		
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 450
	Months Since	- 14	Make/Model-
GLIDER	Aircraft Type	- 103 II	Instrument-
			Multi-Eng -
			Last 24 Hrs -
			Last 30 Days-
			Last 90 Days-
			Rotorcraft -

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT THERMAL LIFT DETERIORATED DRG THE RETURN LEG OF A X-COUNTRY FLT & HE ELECTED TO MAKE AN OFF APRT LNDG IN A HAY FIELD. AS HE WAS ON FINAL APCH ON A WESTERLY HDG, HE SAW A PREVIOUSLY UNDETECTED POWER LINE ACROSS THE FIELD, WHICH REQD A RAPID DSCNT (USING SPOILERS) TO AVOID A COLLISION. HOWEVER, DRG THE EVASIVE MANEUVER, THE GLIDER CONTACTED UNEVEN TERRAIN & WAS SUBSEQUENTLY DAMAGED. THE PLT RPRTD THAT THE SUN & TREES OBSCURED THE POWER LINE. ALSO, HE STATED THAT IF THE APCH HAD BEEN TO THE EAST, HE WOULD HAVE SEEN THE POWER LINE IN TIME TO MAKE SMOOTHER ADJUSTMENTS FOR THE SHORT LANDING.

Brief of Accident (Continued)

File No. - 1117

10/22/88

WHITWELL, TN

A/C Reg. No. N321SB

Time (Lcl) - 1530 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. LIGHT CONDITION - SUNGLARE
 3. VISUAL LOOKOUT - RESTRICTED -
 4. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 5. OBJECT - WIRE, TRANSMISSION
 6. MANEUVER - PERFORMED - PILOT IN COMMAND
 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

Factor(s) relating to this accident is/are finding(s) 2,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1122 11/01/88 NASHVILLE, TN A/C Reg. No. N3822Y Time (Lcl) - 1930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -CHARITY FLT
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 210D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
NASHVILLE, TN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NASHVILLE METRO
Runway Ident - 02R
Runway Lth/Wid - 5186/ 200
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, SE SEA

Age - 66

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1274	Last 24 Hrs	- UNK/NR
Make/Model-	56	Last 30 Days-	8
Instrument-	179	Last 90 Days-	15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG WEST ARR AT NGT, PLT WAS VCTRD FOR A VFR, STRAIGHT-IN APCH TO RWY 2R & ADZD OF BOEING 727 OFF HIS RGT FRONT, PASSING FM RGT TO LEFT. HE WAS CAUTIONED ABT WAKE TURBC (W/T) & REPLIED, "OKAY I SEE HIM." CTLR THEN TOLD PLT TO TURN INBND & MAINT "VISUAL" WITH THE 727. PLT ACKNOWLEDGED, THEN WAS CLRD TO TWR FREQ. AT 1928:04, HE WAS CLRD TO LND ON RWY 2R, BUT WASN'T GIVEN WND INFO (NOR DID HE RPRT RCVG ATIS INFO). WND WAS FM 250 DEG AT 5 KTS, WHICH WOULD HAVE DRIFTED W/T FM RWY 2L TWD RWY 2R. AT 1928:39, PLT RPRTD W/T ENCTR, BUT HE CONTD INBND. ABT 39 SEC LTR, RADAR CTC WAS LOST & N3822Y CRASHED IN STEEP DSCNT ABT 1 MI FM RWY 2L. TWR PSNL DIDN'T SEE OR REALIZE IT HAD CRASHED. RADAR DATA SHOWED 727 MADE STRAIGHT DSCNT TO RWY 2L; N3822Y APCHD ABT 2 MI BHND THE 727 & BLO ITS APCH PATH. AT ABT 1100' AGL, AS IT CONVERGED APRX 200' BLO THE 727'S APCH PATH, AN ABRUPT ALT DEV (DSCNT) OCCURRED. DSCNT WAS ARRESTED, BUT N3822Y CONTD INBND & CONVERGED AGAIN TO ABT 200' BLO 727 FLT PATH (300' AGL), THEN RADAR CTC LOST. RWY CTRLNS, 1650' APART; 2L STAGGERED 1800' BYD 2R THRESHOLD.

Brief of Accident (Continued)

File No. - 1122

11/01/88

NASHVILLE, TN

A/C Reg. No. N3822Y

Time (Lcl) - 1930 CST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER OBSERVATION - NOT ISSUED - ATC PSNL(LCL/GND/CLNC)
4. UPDATING OF RECORDED WEATHER INFORMATION - NOT OBTAINED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. VISUAL SEPARATION - INADEQUATE - PILOT IN COMMAND
7. WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. SEARCH - DELAYED - ATC PSNL(LCL/GND/CLNC)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1119 6/03/88 GRANTSVILLE, UT A/C Reg. No. N71646 Time (Lcl) - 1120 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
DESTROYED
Fire - NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		1	0	0	1

-----Aircraft Information-----

Make/Model - LUSCOMBE 8E
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BOUNTIFUL, UT

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 - 60
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - 8E

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 2876	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- 44
Instrument- 8	Last 90 Days- 101

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS 1 OF 3 THAT WERE LNDD ON A GRAVEL ROAD NEAR A TRUCK STOP WHERE THE OCCUPANTS HAD BREAKFAST. DRG DEPARTURE, THE 1ST 2 ACFT TOOK OFF WITHOUT INCIDENT. WITNESSES RPRTD THAT WHEN THE 3RD ACFT (N71646) TOOK OFF, THE PLT BEGAN A LEFT TURN AT ABOUT 75' AGL, THEN THE ACFT BEGAN LOSING ALTITUDE. THE PLT STATED THE ACFT ENCOUNTERED "ENOUGH TAILWIND AND/OR DOWNDRAFT (DUE TO FREEWAY ELEVATION) TO CAUSE LOSS OF AIRSPEED." SUBSEQUENTLY, THE ACFT DSCNDD & CRASHED ON A SOUTHERLY HEADING. ONE OCCUPANT WAS A 3-1/2 YEAR OLD CHILD, WHICH WAS BEING HELD ON HIS MOTHER'S LAP WHEN THE ACFT TOOK OFF. HE RECEIVED A FATAL HEAD INJURY DRG THE OCCURRENCE. THE PLT INDICATED THE WIND WAS FROM THE NORTH OR NORTHEAST AT 10 TO 15 KTS, BUT SAID THE WINDSOCK (ON A NEARBY BUILDING) WAS HANGING LIMP. DENSITY ALTITUDE WAS APRX 6400'.

Brief of Accident (Continued)

File No. - 1119

6/03/88

GRANTSVILLE, UT

A/C Reg. No. N71646

Time (Lcl) - 1120 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - UNFAVORABLE WIND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. SEAT BELT - NOT USED - PASSENGER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 1046 6/15/88 WEST JORDON,UT A/C Reg. No. N70471 Time (Lc1) - 1530 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -POSITIONING	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During -TAXI		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 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	SALT LAKE CITY,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2000 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 - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6200
SE LAND,ME LAND	Months Since - 5	Make/Model- 50
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 850
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - 2325

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CFI WAS TAXIING FOR TAKEOFF FROM A FIELD AFTER AN OFF-ARPT LANDING. THE TERRAIN WAS ROUGH AND UNEVEN. DURING A TURN TO THE TAKEOFF HEADING, THE LEFT MAIN GEAR ENTERED A RUT, ELEVATING THE RIGHT WING. A GUST OF WIND ESTIMATED AT 30 KTS LIFTED THE RIGHT WING AND NOSED THE AIRPLANE OVER.

Brief of Accident (Continued)

File No. - 1046

6/15/88

WEST JORDON,UT

A/C Reg. No. N70471

Time (Lcl) - 1530 MDT

Occurrence #1 NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1021 6/25/88 OGDEN,UT A/C Reg. No. N5113W Time (Lcl) - 1530 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91						
Accident Occurred During	-LANDING	NONE		0	0	1	0
			Crew				
			Pass				

-----Aircraft Information-----

Make/Model	- PIPER PA-28-160	Eng Make/Model	- LYCOMING O-320-B2B	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT
Method - N/A		SAME AS ACC/INC	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	OGDEN MUNICIPAL
Wind Dir/Speed	- 150/012 KTS	ATC/Airspace	Runway Ident - 16
Visibility	- 40.0 SM	Type of Flight Plan	- 5349/ 200
Lowest Sky/Clouds	- 7000 FT SCATTERED	Type of Clearance	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- 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 - 61	Last 24 Hrs - 1
SE LAND	Months Since - 1	Make/Model - 61	Last 30 Days - UNK/NR
	Aircraft Type - PA-28	Instrument - 1	Last 90 Days - 31

Instrument Rating(s) - NONE

-----Narrative-----

THE LOW TIME PRIVATE PLT AND HIS NON-PILOT WIFE WERE PRACTICING TOUCH AND GO LANDINGS. THE PLT USED THE RIGHT SEAT AND HIS WIFE USED THE LEFT SEAT. WHILE ON FINAL APCH, THE PLT RECOGNIZED THAT THE AIRPLANE WAS TOO HIGH, ADDED FULL FLAPS AND CUT THE POWER. THE AIRPLANE ENTERED A HIGH SINK RATE. BY THE TIME THE PILOT RECOGNIZED IT, THE PLANE WAS TOO LOW. FULL POWER WAS ADDED TOO LATE TO ARREST THE DESCENT. THE AIRPLANE STRUCK A FENCE AND IMPACTED THE GROUND SHORT OF THE RUNWAY. THE DENSITY ALTITUDE WAS 8,000 FEET.

Brief of Accident (Continued)

File No. - 1021

6/25/88

OGDEN,UT

A/C Reg. No. N5113W

Time (Lcl) - 1530 MDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1030 6/30/88 SALT LAKE CITY, UT A/C Reg. No. N6392Q Time (Lcl) - 1050 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/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- 330/010 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 - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

SKYPARK
Runway Ident - 34
Runway Lth/Wid - 4700/ 70
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 42
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 - 17	Last 24 Hrs - 2		
Make/Model- 17	Last 30 Days- 10		
Instrument- 0	Last 90 Days- 15		

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING TOUCH AND GO LANDINGS ON HIS SECOND SUPERVISED SOLO. DURING THE SECOND TOUCHDOWN, THE AIRPLANE BOUNCED AND THEN TOUCHED DOWN NOSE WHEEL FIRST. THE STUDENT LOST DIRECTIONAL CONTROL AND THE AIRPLANE DEPARTED THE RWY TO THE RIGHT. THE PLANE ROLLED ACROSS A GRASS FIELD AND STRUCK A WIRE FENCE. BOTH WINGS WERE DAMAGED AND THE NOSE GEAR COLLAPSED. THE PLANE NOSED DOWN BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 1030

6/30/88

SALT LAKE CITY,UT

A/C Reg. No. N6392Q

Time (Lcl) - 1050 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 1019 8/04/88 HURRICANE, UT A/C Reg. No. N6XY Time (Lcl) - 1700 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BRASWELL SCIRROCO MJ5-K2	Eng Make/Model	- CONTINENTAL O-300	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT.
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	HURRICANE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 45
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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND	Months Since - 0	Last 24 Hrs - 1
	Aircraft Type - GC-1	Make/Model - 64
		Last 30 Days - 10
		Instrument - UNK/NR
		Last 90 Days - 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE MADE A SHORT FLT TO CHECK OUT A MAG. THE ENG PERFORMED SATISFACTORILY AND HE LANDED. UPON TOUCHDOWN ONE OF THE MAIN LANDING GEAR COLLAPSED AND THE TAILWHEEL EQUIPPED ACFT GROUND LOOPED. THE PLT SAID A GEAR DOWNLOCK FAILED. THE FAA AIRWORTHINESS INSP WHO EXAMINED THE WRECKAGE SAID THAT THE DOWNLOCK SYSTEM WAS SO BADLY DAMAGED IN THE ACCD THAT HE COULD NOT DETERMINE THE NATURE OF THE DOWNLOCK FAILURE.

Brief of Accident (Continued)

File No. - 1019

8/04/88

HURRICANE,UT

A/C Reg. No. N6XY

Time (Lcl) - 1700 MDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,GEAR LOCKING MECHANISM - FAILURE,TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1138 8/29/88 SAINT GEORGE,UT A/C Reg. No. N5028U Time (Lcl) - 0730 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation -BUSINESS	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	0
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520-A	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 - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point PAROWAN,UT	
Method - TELEPHONE	Destination	Airport Data
Completeness - WEATHER NOT PERTINENT	SAME AS ACC/INC	SAINT GEORGE MUNI
Basic Weather - VMC	ATC/Airspace	Runway Ident - 16
Wind Dir/Speed- CALM	Type of Flight Plan - VFR	Runway Lth/Wid - 6100/ 100
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 443
SE LAND	Months Since - 8	Last 24 Hrs - 2
	Aircraft Type - C-206	Make/Model- 192
		Last 30 Days- 13
		Instrument- 20
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

DRG THE LANDING ROLL, THE NOSE GEAR COLLAPSED, THEN THE ACFT VEERED OFF THE RWY, ENCTRD SOFT DIRT/GRAVEL TERRAIN & NOSED OVER. A POST-ACDNT INSPN REVEALED THAT TWO ATTACHING BOLTS ON THE LEFT SIDE OF THE NOSE GEAR YOKE HAD FAILED & THAT THE TWO BOLTS ON THE RIGHT SIDE WERE BENT. THE LEFT FORWARD BOLT HAD EVIDENCE OF A PREVIOUS CRACK, IN THAT THE FRACTURE AREA WAS DARK & RUSTED. THE LEFT REAR BOLT WAS STRAIGHT, BUT HAD FAILED AT THE THREAD BASE. THERE WAS EVIDENCE THE RIGHT ATTACHING BOLTS HAD BECOME BENT AS THE NOSE GEAR FORK COLLAPSED TO THE RIGHT.

Brief of Accident (Continued)

File No. - 1138

8/29/88

SAINT GEORGE, UT

A/C Reg. No. N5028U

Time (Lcl) - 0730 MDT

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR ATTACH POINT - FATIGUE

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1118 1/24/88 STERLING, VA A/C Reg. No. N5350A Time (Lcl) - 1615 EST

-----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 - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	DULLES INTL
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - 19L
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 11500/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 5338
SE LAND, ME LAND	Months Since - 20	Make/Model- 50
	Aircraft Type - C-172N	Instrument- 481
		Multi-Eng - 328
		Last 24 Hrs - 3
		Last 30 Days- 29
		Last 90 Days- 48
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABT 2.7 HRS AFTER TAKEOFF, THE STUDENT PLT & INSTRUCTOR (CFI) WERE PRACTICING INSTRUMENT APCHS WHEN THE ENG LOST PWR. THE CFI TOOK CONTROL OF THE ACFT & MADE A FORCED LNDG, BUT THE ACFT WAS DAMAGED ON ROUGH TERRAIN. AN EXAM OF THE ACFT REVEALED THE RIGHT & LEFT TANKS HAD ABOUT 0.5 & 30 GAL OF FUEL, RESPECTIVELY. THE FUEL SELECTOR WAS FOUND IN THE RIGHT TANK POSITION. THE ACFT HAD BEEN FLOWN ABOUT 4.3 HRS SINCE IT WAS LAST REFUELED & THE RIGHT TANK HAD BEEN USED FOR ABOUT 3.5 HRS OF THAT TIME. ALSO, THE RGT TANK HAD BEEN USED FOR THE ENTIRE TIME OF THE ACDNT FLT.

Brief of Accident (Continued)

File No. - 1118

1/24/88

STERLING,VA

A/C Reg. No. N5350A

Time (Lcl) - 1615 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
2. FLUID,FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - DUAL STUDENT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1099 2/15/88 ROANOKE, VA A/C Reg. No. N6634R Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BEECH C-23	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<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- 110/006 KTS</p> <p>Visibility - 35.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 3000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">ROANOKE, VA</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 40px;">TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ROANOKE REGIONAL</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 5800/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 31</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 31</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 21</td> </tr> <tr> <td>Multi-Eng - 0</td> <td>Rotorcraft - 0</td> </tr> </table>	Total - 31	Last 24 Hrs - 1	Make/Model- 31	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 21	Multi-Eng - 0	Rotorcraft - 0
Total - 31	Last 24 Hrs - 1									
Make/Model- 31	Last 30 Days- UNK/NR									
Instrument- 0	Last 90 Days- 21									
Multi-Eng - 0	Rotorcraft - 0									

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS THE STU PLT FIFTH TRAINING SESSION WHERE HE DID SOLO TOUCH & GO LANDINGS. DURING THIS SESSION HE MADE TEN LANDINGS WITHOUT INCIDENT. SIX LANDINGS WERE MADE WITH HIS INSTR ABOARD FOLLOWED BY FOUR SOLO LANDINGS. ACCORDING TO THE STU DURING THE FLARE FOR THE ELEVENTH LANDING THE ACFT STARTED TO PORPOISE UNCONTROLLABLY. THE ACFT LANDED ON THE NOSE GEAR WHICH COLLAPSED AND THE ACFT SLID OFF THE RUNWAY AND AN ENGINE FIRE ERUPTED. THE CARBURETOR WAS FRACTURED DURING THE IMPACT SEQUENCE. THE PLT SAFELY EXITED THE ACFT AND THE FIRE WAS EXTINGUISHED SHORTLY AFTERWARD BY AIRPORT FIRE DEPT PERSONNEL.

Brief of Accident (Continued)

File No. - 1099

2/15/88

ROANOKE,VA

A/C Reg. No. N6634R

Time (Lcl) - 1430 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PORPOISE - INADVERTENT - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. FLARE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1174

7/22/88

EPHRATA,WA

A/C Reg. No. N33713

Time (Lcl) - 0430 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - AERONCA 65-LB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 2

Eng Make/Model - LYCOMING O-145-A1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WRANGELL,AK

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

EUPHRATA MUNI
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 24
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 227	Last 24 Hrs - 3
Make/Model- 75	Last 30 Days- 14
Instrument- UNK/NR	Last 90 Days- 21
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SET THE PARKING BRAKE, THEN HAND-PROPPED THE AIRCRAFT. HE DID NOT TIE THE AIRCRAFT DOWN NOR WAS IT CHOCKED. ALSO, HE MOMENTARILY LEFT THE AIRCRAFT UNATTENDED; AT THAT TIME, IT BEGAN MOVING & SUBSEQUENTLY COLLIDED WITH A PARKED AIRCRAFT.

Brief of Accident (Continued)

File No. - 1174

7/22/88

EPHRATA,WA

A/C Reg. No. N33713

Time (Lcl) - 0430 PDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)
3. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1025

7/26/88

MONROE, WA

A/C Reg. No. N46692

Time (Lcl) - 1620 PDT

-----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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
2

-----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 - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 330/012 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOPEZ IS, WA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

PIRSTAIR FIELD
Runway Ident - 25
Runway Lth/Wid - 2092/ 35
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 128
Make/Model- 49
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- 4
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE ENCOUNTERED A DOWNDRAFT ON FINAL. HE ADDED POWER FOR A GO-AROUND; HOWEVER, A WINGTIP STRUCK THE GROUND. THE AIRCRAFT CARTWHEELED AND CAME TO REST TO THE LEFT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1025

7/26/88

MONROE, WA

A/C Reg. No. N46692

Time (Lcl) - 1620 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - DOWNDRAFT
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1164 8/16/88 N BONNEVILLE,WA A/C Reg. No. N3ME Time (Lcl) - 1220 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING	ON GROUND	Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 210E	Eng Make/Model	- CONTINENTAL IO-520-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 285 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>OROVILLE,WA</p> <p>Destination</p> <p>ORCHARDS,WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 70</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 - 9116</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) - NONE

-----Narrative-----

WHILE ON A FLT FROM OROVILLE TO ORCHARDS, WA, THE ACFT WAS ABOUT 25 TO 30 MI EAST OF THE DESTN WHEN IT COLLIDED WITH TREES & CRASHED. IMPACT OCCURRED APRX 100 FT BELOW THE TOP OF A RIDGELINE AT AN ELEV OF ABOUT 1755 FT. A WITNESS, WHO HEARD THE CRASH, RPRTD THE AREA WAS COVERED WITH HEAVY FOG. HE HEARD THE ACFT COMING FROM THE EAST, THEN SAW IT FLYING JUST ABOVE THE TREES AT AN ALT OF APRX 60 FT AGL. IT DISAPPEARED IN FOG TO THE WEST & CRASHED ABOUT 15 SECONDS LATER WHILE ON A SOUTHERLY HDG. NO PREIMPACT MECHANICAL PROBLEMS OF THE ACFT WERE EVIDENT.

Brief of Accident (Continued)

File No. - 1164

8/16/88

N BONNEVILLE, WA

A/C Reg. No. N3ME

Time (Lcl) - 1220 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

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) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1024 9/11/88 SHELTON, WA A/C Reg. No. N54867 Time (Lcl) - 1120 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	2	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1250
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
RENTON, WA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Appr/Lndg - STRAIGHT-IN

PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data

SANDERSON FIELD
Runway Ident - 23
Runway Lth/Wid - 5050/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 20
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 85
Make/Model- 11
Instrument- 3
Multi-Eng - 0
Last 24 Hrs - 1
Last 30 Days- 3
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 10 MINS AFTER T/O, THE PLT NOTED THE ENGINE RUNNING ROUGH AND ELECTED TO RETURN TO THE POINT OF DEPARTURE FOR PRECAUTIONARY LNDG. APPROACH WAS HIGH AND FAST, LEADING TO BALKED LNDG. ON THROTTLE APPLICATION, ENG QUIT. ACFT COLLIDED WITH TREES BEYOND RUNWAY. THE ENGINE WAS TEST RUN WITH NO MALFUNCTIONS. THE FUEL SAMPLES WERE CLEAR OF CONTAMINATES. NO SYSTEM FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 1024

9/11/88

SHELTON,WA

A/C Reg. No. N54867

Time (Lcl) - 1120 PDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. UNDETERMINED
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1028 9/16/88 WENATCHEE, WA A/C Reg. No. N8815C Time (Lcl) - 0800 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-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	- 5400	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	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 315/020 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 16500	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 11	Make/Model - 575	Last 30 Days - 80
	Aircraft Type - UNK/NR	Instrument - 52	Last 90 Days - 280
		Multi-Eng - 125	

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, PLT NOTED WIND INCREASING. PLT THEN MADE DOWNWIND 300 FT AGL SURVEY RUN OF FIELD TO BE SPRAYED ABUTTING COLUMBIA RIVER. IN PROCEDURE TURN OVER RIVER AT COMPLETION OF RUN, ACFT ENCOUNTERED "SINKHOLE" WHICH PLT COULD NOT COUNTER WITH FULL POWER AND AFTER DUMPING LOAD. ACFT COLLIDED WITH WATER.

Brief of Accident (Continued)

File No. - 1028

9/16/88

WENATCHEE, WA

A/C Reg. No. N8815C

Time (Lcl) - 0800 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
 3. MANEUVER - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. AIRCRAFT PERFORMANCE - EXCEEDED
 5. LOAD JETTISON - INITIATED -
-

-----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. - 1092 9/21/88 HADLOCK, WA A/C Reg. No. N11582 Time (Lcl) - 2213 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -MANEUVERING			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPANAWAY, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SEQUIM VALLEY, WA	Runway Ident - N/A
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .130 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision - FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 173
SE LAND	Months Since - 4	Make/Model - 21
	Aircraft Type - C-172	Instrument - 6
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days - 6
		Last 90 Days - 16
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE RECENTLY CERTIFICATED PILOT DEPARTED ON A TWO HOUR ROUND-ROBIN FLIGHT TO ATTEND A MEETING AND WAS ADVISED TO EXPECT FOG ON RETURN. THE AIRCRAFT WAS FLOWN FOR ONE HOUR PRIOR TO THIS FLIGHT AND WAS NOT REFUELED. NO RECORD OF A WX BRIEF WAS FOUND. PRIOR TO THE RETURN FLIGHT, THERE WAS NO RECORD OF A WX BRIEFING OR REFUELING. THE PILOT WAS ADVISED BY ATC THAT THE DESTINATION WAS IFR. THE PILOT CHANGED HIS DESTINATION TO A NEARBY UNCONTROLLED AIRPORT. AFTER HE WAS UNABLE TO LOCATE THE AIRPORT, ATC OFFERED VECTORS TO A KNOWN VFR AIRPORT. THE PILOT DID NOT TAKE VECTORS DUE TO LOW FUEL STATE. HE THEN ACCEPTED VECTORS TO A THIRD UNCONTROLLED AIRPORT. WITNESSES OBSERVED THE AIRCRAFT THROUGH FOG FLYING AT A LOW ALTITUDE NEAR THE THIRD AIRPORT. THE AIRCRAFT COLLIDED WITH TREES 1-1/2 MILES FROM THE THIRD AIRPORT.

Brief of Accident (Continued)

File No. - 1092

9/21/88 HADLOCK,WA

A/C Reg. No. N11582

Time (Lc1) - 2213 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
6. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
7. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

9. FLIGHT TO ALTERNATE DESTINATION - NOT POSSIBLE -
10. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,10

Brief of Accident

File No. - 1167 9/25/88 TOLEDO,WA A/C Reg. No. N1047Y Time (Lcl) - 1315 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0	
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - BELLANCA 7ECA	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	RENTON,WA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .500 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- FOG		
Precipitation - RAIN		
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 - 257
SE LAND	Months Since - 6	Make/Model- 151
	Aircraft Type - 7ECA	Instrument- 5
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- 4
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF FROM AN UNCONTROLLED STRIP IN MARGINAL WX CONDS, BELIEVING HE COULD AFFECT A DEPARTURE TO GOOD VFR CONDS. SHORTLY AFTER TAKEOFF, HE ENCTRD SOLID IMC & MOMENTARILY LOST CONTROL OF THE ACFT. AFTER REGAINING CONTROL & HAVING LOST ALTITUDE, HE OBSERVED TERRAIN BELOW & ATTEMPTED AN OFF ARPT LANDING IN A FIELD. HIS SPEED WAS TOO FAST FOR A NORMAL LANDING. TO AVOID TREES AT THE END OF THE FIELD, HE TURNED LEFT WITHOUT APPLYING POWER. SUBSEQUENTLY, THE ACFT STALLED & CRASHED.

Brief of Accident (Continued)

File No. - 1167

9/25/88

TOLEDO,WA

A/C Reg. No. N1047Y

Time (Lcl) - 1315 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - OBSCURATION
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. PRECAUTIONARY LANDING - ATTEMPTED -
6. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. MANEUVER - PERFORMED -
9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. STALL/MUSH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,9,10

Factor(s) relating to this accident is/are finding(s) 2,3,7

Brief of Accident

File No. - 1175 9/30/88 CENTER ISLAND, WA A/C Reg. No. N1651U Time (Lcl) - 1515 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - POSITIONING

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire

NONE

-----Aircraft Information-----

Make/Model - CESSNA 207

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3800

No. of Seats - 7

Eng Make/Model - CONTINENTAL IO-520-F9

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE

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

DECATUR ISLAND, WA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

CENTER ISLAND

Runway Ident - 18

Runway Lth/Wid - 1700/ 80

Runway Surface - GRAVEL

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - B-35A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2327	Last 24 Hrs -	3
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Make/Model-	68	Last 30 Days-	79
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Instrument-	103	Last 90 Days-	147
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS LANDING UPSLOPE ON A ONE-WAY 1700 FT RWY IN WIND THAT WAS VARIABLE & CHANGING FROM CALM TO GUSTS FROM THE NORTH. THE PLT RPRTD A NORTHERLY GUST COND OCCURRED AS HE WAS LANDING. SUBSEQUENTLY, THE ACFT FLOATED BEYOND THE DESIRED TOUCHDOWN POINT & THE PLT DELAYED INITIATING A GO-AROUND UNTIL TOO LATE. HE CONTD THE LANDING, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. SUBSEQUENTLY, THE ACFT HIT TREES & BRUSH BEYOND THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 1175

9/30/88

CENTER ISLAND, WA

A/C Reg. No. N1651U

Time (Lcl) - 1515 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - GUSTS
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. FLARE - MISJUDGED - PILOT IN COMMAND
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 - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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. - 1173 10/01/88 BELLINGHAM,WA A/C Reg. No. N2068Q Time (Lcl) - 1047 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	2	0
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/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- 190/003 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data
BELLINGHAM

Runway Ident - 34
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2916 Last 24 Hrs - 2
Make/Model- 165 Last 30 Days- 23
Instrument- 112 Last 90 Days- 109
Multi-Eng - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG THE INITIAL CLIMB AFTER TAKEOFF, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT WAS DAMAGED DRG AN EMERGENCY LANDING IN A ROUGH FIELD NORTHWEST OF THE ARPT. A POST-ACDNT ENG RUN-UP WAS MADE WITH A CLUB PROP INSTALLED. THE ENG OPERATED NORMALLY TO 1500 RPM WITH NO DISCREPANCIES NOTED. HOWEVER, A VISUAL INSPECTION OF THE FUEL LINES REVEALED THE PRESENCE OF A SMALL/FLAT PIECE OF RUBBER IN THE FUEL DISTRIBUTOR. THE PIECE OF RUBBER HAD THE APPEARANCE OF HAVING BEEN INDUCED WHEN A METAL CONNECTOR WAS INSERTED IN A HOSE DRG MAINTENANCE. THIS WAS THE 2ND FLT AFTER FUEL LINE MAINTENANCE.

Brief of Accident (Continued)

File No. - 1173

10/01/88

BELLINGHAM,WA

A/C Reg. No. N2068Q

Time (Lcl) - 1047 PDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,LINE - FOREIGN OBJECT
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM,LINE - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT 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

Brief of Accident

File No. - 1171 10/09/88 SKYKOMISH,WA A/C Reg. No. N6651N Time (Lcl) - 1430 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING					None
					0
					1

-----Aircraft Information-----

Make/Model - TAYLORCRAFT 15A	Eng Make/Model - CONTINENTAL C-145-L	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SILVERDALE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SKYKOMISH
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2050/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	FULL STOP	
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 - 1905
SE LAND	Months Since - 23	Last 24 Hrs - 2
	Aircraft Type - 415C	Make/Model- 173
		Last 30 Days- 15
		Instrument- UNK/NR
		Last 90 Days- 119
		Multi-Eng - 0
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE AN APCH OVER TALL TREES TO LAND ON A 2050 FT STRIP. THE ACFT TOUCHED DOWN ON WET TURF WITH ABOUT 500 FT OF RWY REMAINING. THE PLT WAS UNABLE TO STOP THE ACFT ON THE REMAINING RWY. SUBSEQUENTLY, IT CONTD OFF THE DEPARTURE END & WENT INTO A LARGE DITCH.

Brief of Accident (Continued)

File No. - 1171

10/09/88

SKYKOMISH,WA

A/C Reg. No. N6651N

Time (Lcl) - 1430 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 5. TERRAIN CONDITION - WET
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1023 10/15/88 GRAHAM,WA A/C Reg. No. N8519K Time (Lcl) - 0834 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -CRUISE			0	0	0

-----Aircraft Information-----

Make/Model - LAYCOCK BABY GREAT LAKES	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 825	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	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 - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3245
SE LAND,ME LAND	Months Since - 15	Make/Model- 730
	Aircraft Type - C-150	Instrument- 50
		Multi-Eng - 400
		Last 24 Hrs - UNK/NR
		Last 30 Days- 18
		Last 90 Days- 60
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ENG LOST PWR WHILE IN CRUISE ON LOCAL FLT. PLT ATTEMPTED TO RETURN TO FIELD BUT CONTACTED TREES DURING EMERG DESCENT TO FORCED LNDG. INVESTIGATION REVEALED PRESENCE OF WATER IN FUEL SYSTEM. FUEL SEDIMENT BOWL WAS AUTOMOTIVE TYPE WITH AVIATION DRAIN INSTALLED. DRAIN FITTING PENETRATED BOWL 3/16 INCHES BEYOND NORMAL, ALLOWING 2 INCHES OF UNDRAINABLE WATER AND SEDIMENT TO BE TRAPPED IN BOWL.

Brief of Accident (Continued)

File No. - 1023

10/15/88

GRAHAM, WA

A/C Reg. No. N8519K

Time (Lcl) - 0834 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM, DRAIN - IMPROPER
 2. MAINTENANCE, INSTALLATION - IMPROPER - UNKNOWN
 3. FLUID, FUEL - CONTAMINATION
 4. FLUID, FUEL - WATER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1140 7/11/88 PLATTEVILLE, WI A/C Reg. No. N51012 Time (Lcl) - 2000 CDT

-----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	- HUNTLEY CHALLENGER II	Eng Make/Model	- BOMBARDIER ROTAX 503	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 53 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	BOSCOBEL, WI	GRANT COUNTY
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 25
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3605/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1060
SE LAND	Months Since - 10	Make/Model- 51
	Aircraft Type - 23A	Instrument- 20
		Multi-Eng - 2
		Last 24 Hrs - 4
		Last 30 Days- 40
		Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

AFTER CLIMBING ABOUT 100' AFTER TAKEOFF, A PARTIAL POWER LOSS OCCURRED & THE PLT INITIATED A LEFT TURN TO RTRN TO THE ARPT. UNABLE TO REACH THE ARPT, AN EMERG LNDG WAS MADE IN A CORN FIELD & THE ACFT WAS DAMAGED. NO AIRFRAME FAILURE WAS FOUND & THE ENG RAN NORMALLY DRG AN OPERATIONAL CHECK. THE PLT NOTED THAT SVRL BAGS & A PURSE WERE STOWED AFT OF THE REAR PASSENGER SEAT ON TOP OF THE PLASTIC FUEL TANK (JUG). THERE WAS A FLEXIBLE FUEL LINE THAT WAS ROUTED FROM THE TOP OF THE FUEL JUG TO THE ENG. AN INVESTIGATION SHOWED THAT IF THE FLEXIBLE FUEL LINE HAD BECOME KINKED OR IF THE VENT ON TOP OF THE JUG HAD BEEN BLOCKED, FUEL FLOW TO THE ENG WOULD HAVE BEEN RESTRICTED.

Brief of Accident (Continued)

File No. - 1140

7/11/88

PLATTEVILLE, WI

A/C Reg. No. N51012

Time (Lc1) - 2000 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - CROP
 4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1143 7/21/88 BURLINGTON, WI A/C Reg. No. N2486G Time (Lcl) - 1920 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182B	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EAST TROY, WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BURLINGTON, WI	Runway Ident - N/A
Wind Dir/Speed- 020/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 305
SE LAND	Months Since - 15	Last 24 Hrs - 0
	Aircraft Type - C-150	Make/Model- 32
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 93

Instrument Rating(s) - NONE

-----Narrative-----

DRG A NORMAL DSCNT, IN PREPARATION TO LAND, THE ENG LOST ALL POWER. THE PLT MADE AN EMERG LANDING, BUT DRG THE LANDING ROLL-OUT, THE NOSEWHEEL ENCTR'D SOFT, UNEVEN TERRAIN & THE ACFT NOSED OVER. NO FUEL WAS FOUND IN THE FUEL TANKS OR CARBURETOR FLOAT BOWL, BUT VEGETATION BELOW THE VENTED CAPS WAS DISCOLORED, INDICATING FUEL HAD DRAINED OUT. WHEN THE ENG WAS EXAMINED, NO REASON WAS FOUND FOR THE POWER LOSS. DUE TO DAMAGE, AN ENG RUN-UP WAS NOT ATMTD. THE TEMP & DUE POINT WERE 69 & 61 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARBURETOR ICING COULD HAVE OCCURRED AT GLIDE POWER. THE CARBURETOR AIR BOX WAS DAMAGED DRG THE ACDNT; THEREFORE, ITS PREIMPACT CONDITION COULD NOT BE DETERMINED. THE CARBURETOR HEAT CONTROL WAS FOUND IN THE "ON" POSITION.

Brief of Accident (Continued)

File No. - 1143

7/21/88

BURLINGTON, WI

A/C Reg. No. N2486G

Time (Lcl) - 1920 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. FUEL SYSTEM, CARBURETOR - ICE
-

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. - 1142 8/01/88 WISC RAPIDS, WI A/C Reg. No. N79TG Time (Lcl) - 1300 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 - MONNETT SONERAI II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 935
No. of Seats - 2

Eng Make/Model - VOLKSWAGEN 1700 EV
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- 170/004 KTS
Visibility - 15.0 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
OSHKOSH, WI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ALEXANDER FIELD
Runway Ident - 29
Runway Lth/Wid - 3771/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 955	Last 24 Hrs - 6
Make/Model- 390	Last 30 Days- 42
Instrument- 31	Last 90 Days- 133

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT DRG TAKEOFF, THE ENG LOST POWER AS THE ACFT WAS CLIMBING THRU ABOUT 200' AGL. AN EMERG LNDG WAS MADE IN THE BEST AVAILABLE AREA, WHICH WAS A GOLF COURSE ON ROLLING TERRAIN. DRG THE LNDG ROLL, THE PLT APPLIED BRAKES, BUT WAS UNABLE TO STOP BEFORE THE ACFT WENT OVER A RIDGE WITH A STEEP DECLINING SLOPE BEYOND. AS THE ACFT WENT OVER THE RIDGE (DROP-OFF), IT BECAME AIRBORNE, THEN TOUCHED DOWN HARD & WAS DAMAGED WHERE THE TERRAIN BEGAN RISING AGAIN. THE ACFT HAD BEEN SVCD WITH AUTO FUEL. THE PLT BELIEVED THE ENG HAD LOST POWER DUE TO VAPOR LOCK. ACCORDING TO AC 91-33, AUTO FUEL IS MORE SUSCEPTIBLE TO VAPOR LOCK AT ELEVATED TEMPS. THE TEMP WAS 93 DEG. NO OTHER PART MALFUNCTION OR FAILURE WAS EVIDENT.

Brief of Accident (Continued)

File No. - 1142

8/01/88

WISC RAPIDS, WI

A/C Reg. No. N79TG

Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
 2. FLUID, FUEL GRADE - OTHER
 3. FLUID, FUEL - STARVATION
-

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 - 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. - 1144 8/09/88 FOND DU LAC, WI A/C Reg. No. N9EA Time (Lcl) - 1720 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - EAA ACRO II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 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
FOND DU LAC, WI
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- 250/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,FLT ENG

SE LAND,ME LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 20000 Last 24 Hrs - 20

Make/Model- 150 Last 30 Days- 40

Instrument- 8200 Last 90 Days- 250

Multi-Eng - 18000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT AFTER REACHING CRUISE ALT, THE ENG BEGAN TO RUN ROUGH & SUBSEQUENTLY LOST POWER. HE MADE AN EMERG LANDING IN A DRY CULTIVATED FIELD. DRG THE LANDING, THE GEAR COLLAPSED & THE ACFT WAS SUBSTANTIALLY DAMAGED. THE FUEL TANK WAS EQUIPPED WITH A WEIGHTED "FLOP" TUBE FOR AEROBATIC FLT. THE FLOP TUBE WAS KINKED, BUT THERE WAS EVIDENCE THE KINK OCCURRED DRG THE CRASH LANDING. ALSO, THERE WAS 4.5 FT OF EXPOSED & UNINSULATED FUEL LINE FORWARD OF THE FIREWALL. BEFORE THE FLT, THE "HEAT SOAKED" ENG WAS DIFFICULT TO START WITH AN AIR TEMP OF 85 DEG, POSSIBLY FROM VAPOR LOCK.

Brief of Accident (Continued)

File No. - 1144

8/09/88

FOND DU LAC, WI

A/C Reg. No. N9EA

Time (Lc1) - 1720 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CLIMB

Finding(s)

1. FUEL SYSTEM - UNDETERMINED
2. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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. - 1033 2/20/88 ELLAMORE,WV A/C Reg. No. N2109Q Time (Lcl) - 2238 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 2	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-CRUISE					

-----Aircraft Information-----

Make/Model	- CESSNA 177RG	Eng Make/Model	- LYCOMING IO-360-A1B6D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<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- 250/013 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 4500 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - SNOW SHOWER</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>FARMINGDALE,NY</p> <p>Destination</p> <p>CHARLESTON,WV</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</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - C-177RG</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 540</p> <p>Make/Model- 245</p> <p>Instrument- 170</p> <p>Multi-Eng - 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 8</p> <p>Last 90 Days- 165</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

APRX 3 HRS AND 26 MINUTES AFTER TAKEOFF FROM REPUBLIC AIRPORT, THE PLT REPORTED HAVING ENGINE PROBLEMS. UNABLE TO MAKE IT TO AN AIRPORT, THE PLT RADIOED THAT HE WAS GOING TO ATTEMPT TO LAND ON A ROAD. THE AIRPLANE STRUCK TREES AND CRASHED IN A WOODED AREA APRX 100 FT FROM THE ROAD. INSPECTION OF THE WRECKAGE FAILED TO REVEAL ANY MECHANICAL FAILURE/MALFUNCTION. THE LEFT FUEL TANK OPENED UP DURING THE IMPACT SEQUENCE AND SEARCH/RESCUE PERSONNEL REPORTED NO ODOR OF FUEL UPON REACHING THE ACCIDENT SITE. ONLY RESIDUAL FUEL WAS FOUND IN THE RIGHT FUEL TANK.

Brief of Accident (Continued)

File No. - 1033

2/20/88

ELLAMORE, WV

A/C Reg. No. N2109Q

Time (Lcl) - 2238 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
6. LIGHT CONDITION - DARK NIGHT

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

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) 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. - 1007 2/24/88 LEWISBURG,WV A/C Reg. No. N5662H Time (Lcl) - 1450 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - MAULE MX7-180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-C1F
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 - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 280/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DANVILLE,WV
Destination
LEWISBURG,WV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

GREENBRIER VALLEY
Runway Ident - 22
Runway Lth/Wid - 7004/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND
HELICOPTER

Age - 51
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5364 Last 24 Hrs - 2
Make/Model- 342 Last 30 Days- UNK/NR
Instrument- 1000 Last 90 Days- 38
Multi-Eng - 1970

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STARTED LANDING FLARE ON RWY 22 WHEN HE ENCOUNTERED WIND GUSTS. THE ACFT SWUNG RIGHT AND THE LEFT WING STRUCK THE RWY. THE ACFT CARTWHEELED AND CAME TO A STOP INVERTED.

Brief of Accident (Continued)

File No. - 1007

2/24/88

LEWISBURG, WV

A/C Reg. No. N5662H

Time (Lcl) - 1450 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - 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) 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. - 1049 5/28/88 WHEATLAND, WY A/C Reg. No. N1038M Time (Lcl) - 1500 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - BEECH D-17S
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 4250
No. of Seats - 4

Eng Make/Model - P&W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 090/020 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
LARAMIE, WY
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
GO AROUND

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

TWO BAR RANCH
Runway Ident - 35
Runway Lth/Wid - 4800/ 50
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - B-17S

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 2792	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE WITNESSES SAID THEY SAW THE ACFT FLY A PATTERN INDICATIVE OF A BASE TO FINAL APPROACH TO RWY 35. THE AIRSTRIP HAS A SECOND RUNWAY ORIENTED EAST AND WEST. THE WIND WAS BLOWING FROM THE EAST AT 20 KNOTS. THE ACFT WRECKAGE WAS FOUND APPROXIMATELY 3/4 MILES WEST (DOWNWIND) OF RWY 35. THE ACFT HAD STRUCK A UTILITY POLE APPROXIMATELY 18 FEET AGL. THE PROP REVEALED EVIDENCE OF TORSIONAL DAMAGE AND SEVERAL PROP SLASH MARKS WERE FOUND IN THE DIRT NEAR THE WRECKAGE. THE OUTSIDE AIR TEMPERATURE WAS ABOUT 100 DEGREES FAHRENHEIT. WITNESSES STATED THAT THEY SAW THE ACFT DESCEND, PULL-UP ABRUPTLY, TWIST 90 DEGREES, THEN DESCEND RAPIDLY.

Brief of Accident (Continued)

File No. - 1049

5/28/88

WHEATLAND,WY

A/C Reg. No. N1038M

Time (Lc1) - 1500 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - HIGH WIND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - POLE

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1089 6/04/88 ROCK SPRINGS,WY A/C Reg. No. N9728J Time (Lcl) - 1150 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
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 360/007 KTS
Visibility - 90.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROCK SPRINGS,WY
Destination
CHEYENNE,WY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ROCK SPRINGS
Runway Ident - 27
Runway Lth/Wid - 10000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	371	Last 24 Hrs - 3
Make/Model-	182	Last 30 Days- 5
Instrument-	5	Last 90 Days- 10
Multi-Eng -	2	

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER DEPARTURE ON THE SECOND LEG OF A CROSS COUNTRY FLT THE PLT INFORMED THE FSS LOCATED ON THE ARPT THAT HE WAS RETURNING. THE FSS TECHNICIAN ON DUTY OBSERVED THE ACFT TURN FINAL AT AN ABNORMALLY LOW ALTITUDE. THE ACFT DISAPPEARED FROM VIEW. THE TECHNICIAN ATTEMPTED RADIO CONTACT AND WHEN UNSUCCESSFUL SOUNDED THE CRASH ALARM. THE ACFT WAS FOUND APX 1500 FT SHORT OF THE RWY IN A GULLY. NO INDICATION OF DIFFICULTY WAS RADIOED BY THE PLT. INVESTIGATION REVEALED INADEQUATELY MAINTAINED MAGNETOES. THE PLT REPORTED TOTAL MEMORY LOSS OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1089

6/04/88

ROCK SPRINGS, WY

A/C Reg. No. N9728J

Time (Lcl) - 1150 MDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. IGNITION SYSTEM, MAGNETO - OUTPUT LOW
 2. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. EMERGENCY PROCEDURE - ATTEMPTED -
-

-----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. - 1020 7/08/88 CHEYENNE,WY A/C Reg. No. N4329F Time (Lcl) - 1748 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	2	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/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

Itinerary

Last Departure Point
CHEYENNE,WY
Destination
SARATOGA,WY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
CHEYENNE

Runway Ident - 26
Runway Lth/Wid - 9200/ 150
Runway Surface - CONCRETE
Runway Status - DRY

Wind Dir/Speed- 320/020 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	363	Last 24 Hrs -	4
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Make/Model-	42	Last 30 Days-	5
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Instrument-	103	Last 90 Days-	6
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Multi-Eng -	14
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT ORIGINATED IN OMAHA, NE. THREE PASSENGERS AND THE COMMERCIAL PLT EMBARKED ON A FISHING TRIP INTO WYOMING. THE PILOT DEPARTED CHEYENNE AFTER HAVING SEVERAL PROBLEMS WITH THE ENGINE AND CORRECTING THE PROBLEM BY PROPER LEANING. HE SAID HE TOOK OFF WITH THE ACFT JUST UNDER GROSS WT WITH A 20 KNOT CROSSWIND AND RELATIVELY HIGH DA. THE PILOT SAID THE ACFT DID NOT RESPOND AS ANTICIPATED AND THAT THE STALL WARNING HORN WAS SOUNDING INTERMITTENTLY. THE ACFT STRUCK SOME TREES BEFORE HITTING THE GROUND. THE DENSITY ALTITUDE WAS OVER 8000 FT AND THE GROSS WEIGHT WAS WITHIN 1 PERCENT OF MAX GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 1020

7/08/88

CHEYENNE, WY

A/C Reg. No. N4329F

Time (Lcl) - 1748 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)

-----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. - 1145 7/25/88 GILLETTE,WY A/C Reg. No. N5266J Time (Lcl) - 1030 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	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point NEWCASTLE,WY	
Method - ACFT RADIO	Destination	Airport Data
Completeness - FULL	SAME AS ACC/INC	GILLETTE CAMPBELL COUNTY
Basic Weather - VMC	ATC/Airspace	Runway Ident - 16
Wind Dir/Speed- 170/007 KTS	Type of Flight Plan - VFR	Runway Lth/Wid - 7500/ 150
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 36
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 36
		Last 30 Days- 7
		Instrument- 0
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS COMPLETING HIS FIRST SOLO X-COUNTRY FLT. DURING TOUCHDOWN, THE AIRPLANE BOUNCED AND BEGAN TO PORPOISE. ON THE THIRD BOUNCE, THE NOSE WHEEL FORK FAILED. SUBSEQUENTLY, THE ACFT TURNED 180 DEG TO THE LEFT & CAME TO REST ON THE LEFT SIDE OF THE RWY WITH STRUCTURAL DAMAGE TO THE FIREWALL & AIRFRAME.

Brief of Accident (Continued)

File No. - 1145

7/25/88

GILLETTE,WY

A/C Reg. No. N5266J

Time (Lcl) - 1030 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. PORPOISE - INADVERTENT - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1177 8/08/88 CASPER,WY A/C Reg. No. N182AD Time (Lcl) - 0910 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
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 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
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- 200/010 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CASPER,WY

Destination

LARAMIE,WY

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

GLIDER

Age - 49

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2856	Last 24 Hrs	- 1
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Make/Model-	900	Last 30 Days-	31
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Instrument-	117	Last 90 Days-	67
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Multi-Eng	- 322
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Instrument Rating(s) - NONE

-----Narrative-----

DRG FLT AFTER AN ANNUAL INSPN, THE ENG LOST POWER AS THE ACFT WAS CLIMBING TO CRUISE. ATTEMPTS TO RESTART THE ENG WERE UNSUCCESSFUL. SUBSEQUENTLY, THE ACFT WAS LANDED ON ROUGH/ROCKY TERRAIN WHERE IT NOSED OVER. WHEN THE ENG WAS BEING CHECKED AFTER THE ACDNT, A SIGNIFICANT FUEL LEAK WAS NOTED FROM THE CARBURETOR. THE CARBURETOR WAS REPLACED, THEN AN ENG RUN WAS MADE WITH NO DISCREPANCIES. THE ORIGINAL CARBURETOR HAD INDICNS OF A STUCK FLOAT.

Brief of Accident (Continued)

File No. - 1177

8/08/88

CASPER, WY

A/C Reg. No. N182AD

Time (Lcl) - 0910 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BINDING(MECHANICAL)
2. FUEL SYSTEM, CARBURETOR - 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 - ROUGH/UNEVEN

Occurrence #4 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1137 8/17/88 MEDICINE BOW,WY A/C Reg. No. N2450J Time (Lcl) - 0900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					1

-----Aircraft Information-----

Make/Model	- CESSNA A185F	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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/020 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">CASPER,WY</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">SULLIVAN RANCH</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 5200 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5290
SE LAND	Months Since - 15	Make/Model- 520
	Aircraft Type - C-185	Instrument- 20
		Last 24 Hrs - 1
		Last 30 Days- 15
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT RETURNED TO HIS RANCH STRIP & LANDED TO THE ENE WITH A X-WIND FROM THE RIGHT. DRG THE LNDG ROLL, THE ACFT BEGAN TO GO TO THE RIGHT. THE PLT CORRECTED WITH LEFT PEDAL, BUT SUBSEQUENTLY, THE ACFT GROUND LOOPED TO THE LEFT & NOSED OVER. AN EXAM OF THE ACFT FAILED TO REVEAL ANY PRE-ACDNT FAILURE OR DEFICIENCY. THE PLT RPRTD THE WIND WAS FROM THE SOUTH AT 15 TO 20 KTS.

Brief of Accident (Continued)

File No. - 1137

8/17/88

MEDICINE BOW, WY

A/C Reg. No. N2450J

Time (Lc1) - 0900 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1018 10/04/88 RAWLINS, WY A/C Reg. No. N21SP Time (Lcl) - 1622 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-FERRY	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	- PILGRIM STEEN SKYBOLT	Eng Make/Model	- LYCOMING IO-540-C4J5	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1427	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	RAWLINS MUNICIPAL	
Wind Dir/Speed	- 230/010 KTS	Runway Ident	- 22
Visibility	- 60.0 SM	Runway Lth/Wid	- 7008/ 100
Lowest Sky/Clouds	- 6000 FT SCATTERED	Runway Surface	- ASPHALT
Lowest Ceiling	- 12000 FT BROKEN	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 - 135	Last 24 Hrs - 5
SE LAND	Months Since - 8	Make/Model - 17	Last 30 Days - 8
	Aircraft Type - C-152	Instrument - 4	Last 90 Days - 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT IN COMMAND AND HIS ATP-RATED PAX WERE FERRYING THE NEWLY-PURCHASED ACFT FROM FL TO WA. THEY DEPARTED SCOTTSBLUFF, NE, AND WERE ENROUTE TO ROCK SPRINGS, WY, WHEN THE PAX ADVISED THE PLT INSUFFICIENT VFR FUEL RESERVES PRECLUDED CONTINUING TO RKS. THE PLT ELECTED TO DIVERT TO RAWLINS. THE PLT SAID WHEN ON FINAL APCH, ACFT WAS SLIGHTLY HIGH ON VASI AND HE CORRECTED. AS THE PLT FLARED FOR LANDING, HE NOTED A HIGH SINK RATE AND ADDED POWER. THE PLT SAID THERE WAS DIP IN THE RWY AND THE ACFT STRUCK THE RISING PORTION OF THE DIP. THE ACFT BOUNCED. THE PLT SAID HE WAS TO THE RIGHT OF CENTERLINE AND HE CORRECTED. THE ACFT TOUCHED DOWN AGAIN AND VEERED TO THE LEFT. THE PLT ATTEMPTED TO ABORT THE LANDING. THE ACFT LIFTED OFF AGAIN, STALLED, TOUCHED DOWN, SKIDDED SIDEWAYS AND GROUND LOOPED.

Brief of Accident (Continued)

File No. - 1018

10/04/88

RAWLINS,WY

A/C Reg. No. N21SP

Time (Lcl) - 1622 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

EMBRY-RIDDLE AERO U. DAYTONA BEACH



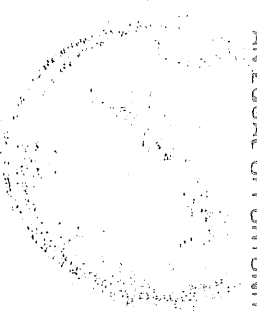
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