

AAB 89-14

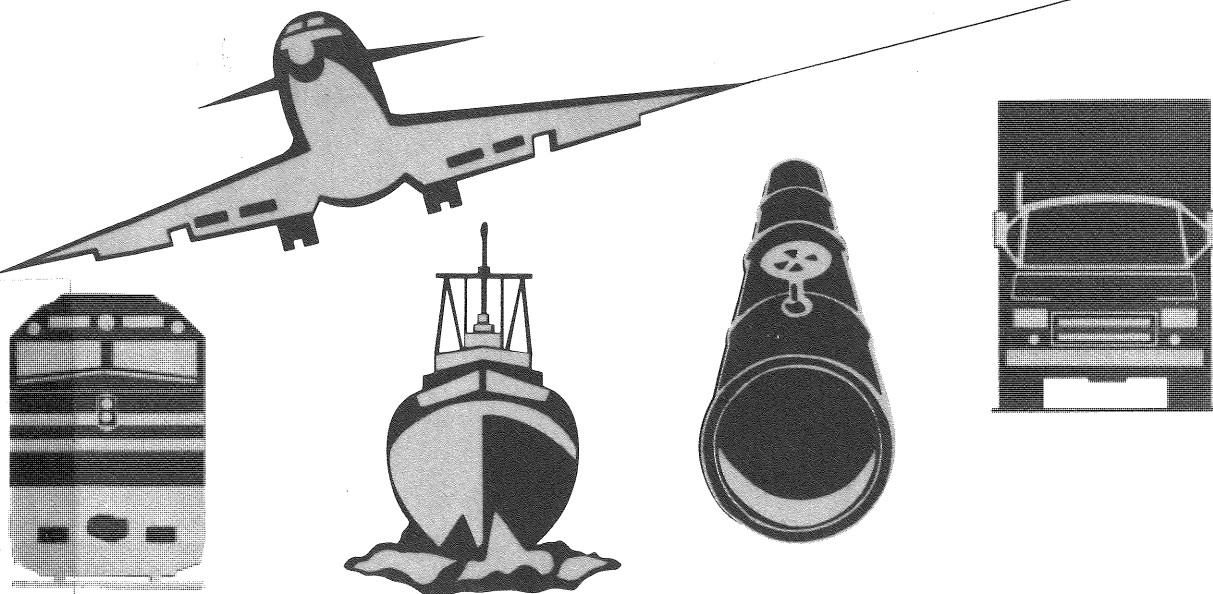
PB89-916914
NTSB/AAB-89/14

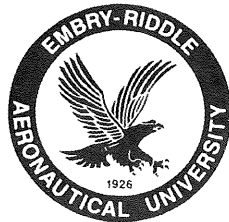
NATIONAL TRANSPORTATION SAFETY BOARD



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 7 OF 1988 ACCIDENTS





JACK R. HUNT MEMORIAL LIBRARY

DAYTONA BEACH, FLORIDA 32114 • 904-239-6595

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-89/14		2. Government Accession No. PB89-916914		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1988 - Issue Number 7				5. Report Date December 18, 1989	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1988 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1988. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 1201 through 1400					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 416	
				22. Price	

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.

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.

Orders for this material will also involve a user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

Requests for reproduction should be forwarded to the:

National Transportation Safety Board
Public Inquiries Section, AD-46
800 Independence Avenue, S. W.
Washington, D. C. 20594

TABLE OF CONTENTS

	<u>Page</u>
Foreword.....	II
Table of Contents.....	IV
Explanatory Notes.....	V

AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-399

DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 7

CALENDAR YEAR 1988

File Order Listing - Issue No. 7, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1201	39932	051988	MYRTLE BEACH, SC	PIPER	PA-18-150	NONE	302
1202	1013G	051688	ATLANTA, GA	SWEARINGEN	SA-226-TC	NONE	126
1203	1038Y	050988	OZARK, AL	HUGHES	269A	FATAL	36
1204	2025W	050288	ATLANTA, GA	BEECH	55	NONE	124
1205	4887X	083088	PELHAM, GA	ROCKWELL	S2R	MINOR	134
1206	55AD	082388	HARTMAN RIVER, AK	ARCTIC	S-1B2	NONE	6
1207	64CW	091688	FIGURE 8 LAKE, AK	PIPER	PA-12	NONE	8
1208	2044U	091888	CORDOVA, AK	MAULE	M-4	NONE	10
1209	9076D	061688	MEKORYUK, AK	ROBINSON	R22HP	NONE	2
1210	738NR	082288	KENAI, AK	CESSNA	T182RG	NONE	4
1211	97395	073088	LORDSBURG, NM	STINSON	108	NONE	250
1212	8405K	081688	HUMPHREY, AR	GRUMMAN	G-164B	NONE	50
1213	3171Z	082688	FREEBURG, MO	PIPER	PA-22	NONE	214
1214	111CD	071988	GLENDIVE, MT	ENSTROM	280C	NONE	226
1215	23415	051688	REEDLEY, CA	PIPER	PA-38-112	NONE	60
1216	8259J	080188	WASHINGTON, IA	VARGA	2150A	MINOR	142
1217	4503U	080988	MACOMB, MO	CESSNA	150	MINOR	210
1218	3682X	080288	TARRY, AR	ROCKWELL	S-2R	MINOR	46
1219	93437	081388	SPRINGFIELD, MO	ERCOUPE	415-C	NONE	212
1220	9077N	091988	YOSEMITE, CA	ROBINSON	R22-HP	NONE	88
1221	7355M	080788	NEEDLES, CA	CESSNA	175	NONE	84
1222	7297G	080688	CORONA, CA	CESSNA	150L	NONE	82
1223	6184H	101988	PETALUMA, CA	PIPER	PA-28-161	NONE	90
1224	2815A	071688	BOULDER, CO	CESSNA	180	SERIOUS	92
1225	8534A	062888	TRUCKEE, CA	BARON	MINICOUPE	FATAL	64

File Order Listing - Issue No. 7, 1988

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1226	431T	111388	MARIETTA, GA	BEECH	35-A33	MINOR	136
1227	8856Q	081588	SWIFTON, AR	ROCKWELL	S-2R	NONE	48
1228	1NZ	041088	SAINT HELENA, CA	EIRIVION	PIK 20D	SERIOUS	58
1229	69WD	080788	GRANTSVILLE, UT	FALCO	F8L	FATAL	342
1230	9850J	072288	REDLANDS, CA	CESSNA	172N	NONE	80
1231	6441P	072188	CHICO, CA	PIPER	PA-24-250	NONE	78
1232	6226G	071788	DANA POINT, CA	CESSNA	150K	MINOR	76
1233	60856	071288	BAKERSFIELD, CA	CESSNA	T210L	NONE	72
1234	6106U	070988	PALO ALTO, CA	CESSNA	TU206G	MINOR	70
1235	7067F	052888	MC KENZIE, AL	CESSNA	150F	NONE	38
1236	41886	052388	WHITEVILLE, NC	ERCOUPE	415-C	MINOR	234
1237	823JS	020988	SPRINGFIELD, OH	BRITISH AERO	3101	FATAL	266
1238	399AC	070588	CLEARWATER, FL	BELLANCA	17-30A	FATAL	112
1239	9528M	082788	JACKSON HOLE, WY	MOONEY	M20F	FATAL	398
1240	6189H	082488	LORDSBURG, NM	PIPER	PA-28R-201	NONE	252
1241	91359	072388	BAYTOWN, TX	AIR COMMAND	ELITE 532	FATAL	338
1242	1316X	060588	OCEANO, CA	BELL	47G5	MINOR	62
1243	46373	071588	PALMDALE, CA	CESSNA	172K	NONE	74
1245	1144B	062288	HORSE SHOE, NC	LUSCOMBE	8A	FATAL	236
1246	5269H	041788	ANNAPOLIS, MD	CESSNA	152	MINOR	182
1247	300TW	080688	ENTERPRISE, OR	BELL	206B	NONE	284
1248	9241Z	100288	ENUMCLAW, WA	BLANIK	L-13	NONE	368
1249	5896W	092988	RENTON, WA	PIPER	PA-28-160	NONE	366
1250	249CC	092388	JUNEAU, AK	CESSNA	210L	NONE	12
1251	3184C	090188	ANTELOPE WELLS, NM	CESSNA	182RG	NONE	254

File Order Listing - Issue No. 7, 1988

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1252	9436P	090288	HAMILTON, MT	PIPER	PA-24-260C	SERIOUS	228
1253	93538	081988	LEADVILLE, CO	CESSNA	152	MINOR	96
1254	15948	083188	CHARLESTON, WV	PIPER	PA-28R-200	NONE	388
1255	4090D	072888	ELBERTA, AL	CESSNA	182A	NONE	42
1256	9559L	090588	TOLEDO, WA	GRUMMAN	AA-5	NONE	362
1257	96248	092388	SEATTLE, WA	TAYLORCRAFT	BC-12D	SERIOUS	364
1258	8122V	052888	BISMARCK, MO	CESSNA	172K	SERIOUS	206
1259	8706H	071988	POPLAR BLUFF, MO	GRUMMAN	164A	NONE	208
1260	7548R	100188	NORTH FORK, ID	PIPER	PA-28-140	NONE	156
1261	9495M	110688	ANACORTES, WA	CESSNA	210K	NONE	372
1262	6454V	060588	ENCAMPMENT, WY	HELIO	H-295	SERIOUS	392
1263	5903B	071488	GILLETTE, WY	CESSNA	182A	MINOR	394
1264	53049	081888	BROOMFIELD, CO	CESSNA	177RG	NONE	94
1265	4179K	070188	LANCASTER, CA	RYAN	NAVION	MINOR	68
1266	9965Q	081488	PARKER, AZ	PIPER	PA-18-135	MINOR	56
1267	5301Z	081488	HOVEN, SD	PIPER	PA-22-108	NONE	306
1268	57502	060588	THREE RIVERS, MI	TAYLORCRAFT	L-2	MINOR	196
1269	4873T	080788	RACINE, WV	PIPER	PA-28-180	MINOR	384
1270	11RA	080788	JACOBSON, MN	CESSNA	T337D	SERIOUS	204
1271	5678B	051088	RAEFORD, NC	CESSNA	182	SERIOUS	232
1272	27332	062988	AGUA CALIENTE, CA	CESSNA	414A	MINOR	66
1273	4856Y	081088	BEAVER DAM, WI	PIPER	PA-25-235	NONE	376
1274	1719J	040588	MANASSAS, VA	PIPER	PA-28-140	FATAL	348
1275	2300N	021788	ORANGE, VA	CESSNA	140	MINOR	346
1276	780GM	062288	MYRTLEWOOD, AL	GLOBE SWIFT	GC-1B	FATAL	40

File Order Listing - Issue No. 7, 1988

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1277	8493A	052588	WEST COLUMBIA, SC	CESSNA	402B	FATAL	304
1278	3421A	100288	HEALY LAKE, AK	PIPER	PA-22	SERIOUS	14
1279	734GW	100588	EAGLE, AK	CESSNA	206	NONE	16
1280	4850F	102588	SOLDOTNA, AK	CESSNA	TU206A	NONE	22
1281	9358S	050188	MANASSAS, VA	BEECH	C23	NONE	350
1282	184V	101788	BRUSH, CO	CESSNA	U206	NONE	102
1283	4175X	082388	JOHN DAY, OR	AERO COMMAND	100-180	FATAL	286
1284	7228P	100988	ALBUQUERQUE, NM	PIPER	PA-24-180	SERIOUS	258
1285	47TA	083188	DANVILLE, VA	ARTHUR	ACROSPORT	NONE	358
1286	7866Y	080488	CHANTILLY, VA	PIPER	PA-30-160R	NONE	354
1287	1807Y	032488	NEW CUMBERLAND, WV	CESSNA	172	NONE	382
1288	3040B	090888	KEOKUK, IA	CESSNA	195	NONE	146
1289	9948M	122188	KOTZEBUE, AK	CESSNA	207	NONE	30
1290	70087	122188	PORCUPINE LODGE, AK	CESSNA	185	NONE	28
1291	48943	110888	NENANA, AK	CESSNA	152	NONE	26
1292	449SA	101088	AKIACHAK, AK	CESSNA	182C	NONE	20
1293	31135	101588	GARFIELD, CO	BEECH	58	MINOR	100
1294	444MB	021688	DUNEDIN, FL	BEECH	58P	FATAL	110
1295	6534H	033088	HOPE, AR	CESSNA	172M	FATAL	44
1296	4282U	062188	EASTMAN, GA	CESSNA	150	FATAL	128
1297	4575K	080788	CUMMING, GA	RYAN	NAVION	MINOR	132
1298	41333	050688	GULF SHORES, AL	PIPER	J5C	FATAL	34
1299	39550	110488	BRIDGEPORT, WV	PIPER	PA-28R-201	FATAL	390
1300	2459K	071088	ELECTRA, TX	PIPER	PA-38-112	FATAL	334
1301	823PF	080688	PRAIRIE CITY, IA	PRAIRIE FLYE	TIERRA II	SERIOUS	144

File Order Listing - Issue No. 7, 1988

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1302	3603X	071688	PAXTON, FL	ROCKWELL	100-180	SERIOUS	116
1303	11RJ	071888	ST. PETERSBURG, FL	PIPER	PA-34-200T	NONE	118
1304	5358G	071688	FORT WALTON BCH, FL	EVANS	MAXAIR MU5	NONE	114
1305	5800F	012088	GRAND PRAIRIE, TX	AEROSPATIALE	AS-355-F1	MINOR	314
1306	52536	020688	WEATHERFORD, TX	CESSNA	182P	NONE	316
1307	8580H	071688	CROWLEY, LA	GRUMMAN	G-164A	SERIOUS	174
1308	53321	080688	SKIATOOK, OK	CESSNA	152	NONE	278
1309	9087	071688	PORT ISABEL, TX	ENSTROM	F28A	NONE	336
1310	8512H	071488	KINDER, LA	GRUMMAN	G-164A	SERIOUS	172
1311	8810L	052988	STRATFORD, TX	PIPER	PA-25-260	FATAL	330
1312	25352	060188	HINTON, OK	CESSNA	152,	SERIOUS	274
1313	6069J	051488	DALHART, TX	CESSNA	182P	SERIOUS	324
1314	9213T	040188	GRAND PRAIRIE, TX	PIPER	PA-38-112	NONE	322
1315	1547N	032488	OFFSHORE OIL, GM	SIKORSKY	S-76A	SERIOUS	138
1316	58197	050288	GREENWOOD, SC	HUGHES	269C	SERIOUS	300
1317	31646	091988	FERRIDAY, LA	AIR TRACTOR	AT301	NONE	178
1318	86311	091888	ATHENS, TX	AERONCA	11AC	MINOR	340
1319	5626F	082488	NEW ORLEANS, LA	ALON	A2A	FATAL	176
1320	731CT	082188	HOLDENVILLE, OK	CESSNA	A188B	NONE	280
1321	2645F	042888	LAMONT, OK	CESSNA	182J	NONE	272
1322	2012P	062488	PORTLAND, TX	MOONEY	M20J	NONE	332
1323	94370	061388	MOUNDS, OK	CESSNA	152	NONE	276
1324	98088	052988	DENTON, TX	PIPER	PA-28-140	SERIOUS	328
1325	4659G	051988	GRAHAM, TX	CESSNA	172N	NONE	326
1326	2233U	022788	DECATUR, TX	BRANTLY	B-2B	NONE	320

File Order Listing - Issue No. 7, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1327	9331T	021988	WASHINGTON, OK	PIPER	PA-38-112	NONE	270
1328	669ST	021288	TULSA, OK	CESSNA	152	NONE	268
1329	68806	020988	SAN ANTONIO, TX	CESSNA	152	NONE	318
1330	757MU	122488	LAMAR, CO	CESSNA	TR182	NONE	104
1331	3592C	100988	ALBUQUERQUE, NM	RAVEN	S-60A	MINOR	260
1332	6287E	110388	LINN, MO	CESSNA	172	NONE	222
1333	50932	102288	BLUE SPRINGS, MO	CESSNA	172	NONE	220
1334	57FD	102688	DAVENPORT, IA	HILLER	UH-12C	NONE	150
1335	1963P	111788	IDAHO FALLS, ID	PIPER	PA-18	SERIOUS	158
1336	8271A	050188	GOLDSBORO, MD	CESSNA	170B	NONE	184
1337	567MM	051188	YORKTOWN, VA	MOONEY	M-20J	NONE	352
1338	213JA	082588	PORT ROYAL, VA	CESSNA	172N	NONE	356
1339	2922A	082788	HARDING, WV	CESSNA	180	NONE	386
1340	4156F	082888	OAKLAND, MD	CESSNA	172	NONE	188
1341	137A	101088	MCALESTER, OK	AUTRA	SCORPION/1	FATAL	282
1342	51WE	030788	STATE COLLEGE, PA	NORTH AMERIC	F-51D	FATAL	294
1343	21312	062688	CAMBRIDGE, MD	PIPER	PA-32RT-30	NONE	186
1344	2158P	111388	BENTON, AR	STEARMAN	B75N1	NONE	54
1345	1534V	070188	SPRING CREEK, NC	CESSNA	172M	NONE	238
1346	2460P	111288	PORT GAMBLE, WA	ROBINSON	R-22	NONE	374
1347	75107	100588	CASHMERE, WA	PIPER	PA-34-200T	NONE	370
1348	8587F	122688	NEWBERG, OR	BELL	47G3-B1	MINOR	288
1349	5378F	101588	CEDAR RAPIDS, IA	PIPER	PA-28-151	NONE	148
1350	2866Q	092588	CAMERON, MO	CESSNA	172	MINOR	218
1351	1462F	091088	WARRENSBURG, MO	CESSNA	172	NONE	216

File Order Listing - Issue No. 7, 1988

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1352	9246W	110688	LEON, IA	PIPER	PA-28-235	NONE	152
1353	131RD	072988	DUBUQUE, IA	SHIRLAN DICK	E-RACER	NONE	140
1354	12840	072388	PLYMOUTH, FL	CESSNA	172M	NONE	120
1355	23640	071888	MOORHEAD, MS	AIR TRACTOR	AT-301	NONE	224
1356	9109J	111088	MENA, AR	PIPER	PA-28-180	NONE	52
1357	5359U	110988	MONTEZUMA, IA	CESSNA	U206G	NONE	154
1358	7781Z	092388	PRINCESS ANNE, MD	PIPER	PA-25-235	NONE	190
1359	29238	070188	THOMSON, GA	CESSNA	T210L	MINOR	130
1360	3464P	073088	AVON PARK, FL	PIPER	PA-23-160	FATAL	122
1361	9965M	101088	PERDE BAY, AK	CESSNA	207	NONE	18
1362	9651M	122888	KIVALINA, AK	CESSNA	207	MINOR	32
1363	9278C	103088	ANCHORAGE, AK	CESSNA	180	NONE	24
1364	3NJ	011488	HOLMDEL, NJ	BELL	206	SERIOUS	244
1365	7243R	022688	ALBANY, NY	BEECH	1900	NONE	264
1366	5093Y	021688	WATERFALL, PA	HUGHES	369D	SERIOUS	292
1367	2126J	020588	HAMMONTON, NJ	PIPER	PA-28-161	NONE	246
1368	2352N	020588	WILLIAMSTOWN, NJ	PIPER	PA-38-112	SERIOUS	248
1369	3210J	020688	WESTERLY, RI	CESSNA	150	MINOR	298
1370	52535	021188	EAST HAMPTON, NY	CESSNA	172P	FATAL	262
1371	26834	021688	BRIDGEPORT, CT	GULFSTREAM	AA-5B	NONE	108
1372	9281P	021188	CHATHAM, MA	PIPER	PA-24-260	NONE	180
1373	9317N	011088	OLD BRIDGE, NJ	PIPER	PA-28R-200	NONE	242
1374	66RJ	101688	RIDGEWAY, VA	PITTS	S-1S	NONE	360
1375	700SC	060988	KNOXVILLE, TN	CESSNA	421B	FATAL	308
1376	900WP	031088	WARREN, MI	BEECH	E18S	FATAL	194

File Order Listing - Issue No. 7, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1377	63019	102988	CAMBRIDGE, MD	CESSNA	172P	MINOR	192
1378	4878G	010888	WARSAW, IN	CESSNA	172N	FATAL	160
1379	7942N	072288	WINSTON-SALEM, NC	PIPER	PA-28-180	FATAL	240
1380	55WP	011888	BARNARDSVILLE, NC	PIPER	PA-28R-200	FATAL	230
1381	8671N	081988	SAN JUAN, PR	PIPER	PA-32-300E	MINOR	296
1382	3455V	082588	RAWLINS, WY	CESSNA	195	MINOR	396
1383	6737F	090388	PEYTON, CO	CESSNA	150F	SERIOUS	98
1384	90EH	090488	LAS CRUCES, NM	THUNDER	AX8-90	MINOR	256
1385	9764	091588	LUND, UT	PIPER	PA-25-235	NONE	344
1386	4788F	081388	LAKE ARROWHEAD, CA	CESSNA	172N	SERIOUS	86
1387	26869	011088	HONESDALE, PA	GRUMMAN	AA-5A	NONE	290
1388	1077D	013188	MERIDEN, CT	CESSNA	195	NONE	106
1389	4753W	101988	PALMA, KY	ROCKWELL	114	NONE	170
1390	19632	071488	MICHIE, TN	CESSNA	172L	SERIOUS	312
1391	1576D	070388	MEMPHIS, TN	CESSNA	195A	NONE	310
1392	8495	081788	PLOVER, WI	GRUMMAN/SCHW	G-164A	NONE	378
1393	8059T	070888	BLOOMINGTON, IN	CESSNA	175A	MINOR	166
1394	17BL	062088	DUQUETTE, MN	ANDERSON-TUC	EVANS VP-1	NONE	198
1395	21BL	022988	CLOVERDALE, IN	LOGAN	JUNIOR ACE	SERIOUS	162
1396	173HA	073088	BUFFALO LAKE, MN	HILLER	UH-12E	NONE	200
1397	7892R	062288	SEYMOUR, IN	BEECH	V35A	NONE	164
1398	9093T	071188	STRAUGHN, IN	CONTINENTAL	TOMCAT MK-	NONE	168
1399	39F	082088	SUPERIOR, WI	SMITH	MINIPLANE	SERIOUS	380
1400	1744E	080588	INT'L FALLS, MN	CHAMPION	7CCM	FATAL	202

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 7 OF 1988 ACCIDENTS

Brief of Accident

File No. - 1209 6/16/88 MEKORYUK,AK A/C Reg. No. N9076D Time (Lcl) - 1600 ADT

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

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

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

Make/Model - ROBINSON R22HP	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NUNIVAK ISLAND,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - SOFT
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 7000
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 26	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - PA-44	Make/Model- 1000
		Last 30 Days- 100
		Instrument- 800
		Last 90 Days- 200
		Multi-Eng - 1000
		Rotorcraft - 1150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-IN-COMMAND WAS HERDING REINDEER FOR A NATIVE CORPORATION AND HE AND HIS PASSENGER HAD TO RELIEVE THEMSELVES SO THEY LANDED ON THE TUNDRA AND LEFT THE HELICOPTER'S ENGINE AND ROTORS OPERATING. AS THEY WERE EXITING THE HELICOPTER, IT SHIFTED ON THE TUNDRA AND THE TAILBOOM WAS FORCED UPWARD INTO THE MAIN ROTOR SYSTEM CAUSING SUBSTANTIAL DAMAGE TO THE TAILBOOM, TAILROTOR, AND MAIN ROTOR SYSTEM.

Brief of Accident (Continued)

File No. - 1209

6/16/88

MEKORYUK, AK

A/C Reg. No. N9076D

Time (Lcl) - 1600 ADT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. TERRAIN CONDITION - TUNDRA
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - IMPROPER - 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. - 1210

8/22/88

KENAI, AK

A/C Reg. No. N738NR

Time (Lcl) - 1953 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA T182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

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

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMplete
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

KENAI MUNI
Runway Ident - 19
Runway Lth/Wid - 7600/ 150
Runway Surface - MACADAM
Runway Status - WET

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

Pilot-In-Command

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

Age - 61

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)		
Total	-	3800
Make/Model-	425	Last 24 Hrs - UNK/NR
Instrument-	400	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS TAXIING THE CESSNA TO THE RAMP AREA WHEN THE AIRPLANE WING STRUCK A LIGHT POLE NEAR THE TERMINAL BUILDING. THE PILOT STATED THAT HE DID NOT SEE THE LIGHT POLE BEFORE IMPACT AND THAT IT BLENDED IN WITH THE NATURAL SURROUNDINGS.

Brief of Accident (Continued)

File No. - 1210

8/22/88

KENAI, AK

A/C Reg. No. N738NR

Time (Lcl) - 1953 AST

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. OBJECT - UTILITY POLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1206 8/23/88 HARTMAN RIVER, AK A/C Reg. No. N55AD Time (Lcl) - 1730 ADT

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

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

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

Make/Model - ARCTIC S-1B2	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	
Wind Dir/Speed- 005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 260
SE LAND	Months Since - 11	Make/Model- 35
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD JUST TAKEN OFF FROM A SAND BAR. DURING CLIMB-OUT ON THE DOWNWIND LEG, HE FELT THE ENGINE WAS NOT PRODUCING THE PROPER POWER BECAUSE THE AIRSPEED WAS DROPPING AND THE CLIMB HAD STOPPED. HE MADE A LEFT TURN AND CRASH LANDED ON THE SAND BAR TO AVOID A FULL STALL. NO MECHANICAL PROBLEM WAS FOUND WITH THE AIRPLANE.

Brief of Accident (Continued)

File No. - 1206

8/23/88

HARTMAN RIVER, AK

A/C Reg. No. N55AD

Time (Lcl) - 1730 ADT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF

Finding(s)

1. AIRSPEED(VXSE) - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

3. LANDING 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. - 1207 9/16/88 FIGURE 8 LAKE, AK A/C Reg. No. N64CW Time (Lcl) - 1830 ADT

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

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 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	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FIGURE 8 LAKE, AK	Runway Ident - N/A
Wind Dir/Speed- 270/002 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - SNOW
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - FULL STOP	ROUGH
Obstructions to Vision- NONE		
Precipitation - DRIZZLE		
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 - 900
SE LAND	Months Since - 7	Make/Model- 475
	Aircraft Type - PA-12	Instrument- 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- 25
		Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND WAS LANDING IN ONE FOOT TALL GRASS NEAR A DUCK HUNTING SHACK AND STRUCK A LOG. HE LANDED THE AIRPLANE AFTER STRIKING THE LOG AND DURING THE LANDING ROLL, THE MAIN LANDING GEAR COLLAPSED. THE PLT STATED THAT HE OVERFLEW THE LNDG AREA AND SAW 2 LOGS. HE PLANNED TO LAND BEYOND THE LOGS BUT ACCIDENTLY LNDD BETWEEN TWO AND STRUCK THE LATTER.

Brief of Accident (Continued)

File No. - 1207

9/16/88

FIGURE 8 LAKE, AK

A/C Reg. No. N64CW

Time (Lcl) - 1830 ADT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. PLANNED APPROACH - POOR - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
4. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1208	9/18/88	CORDOVA, AK	A/C Reg. No. N2044U	Time (Lcl) - 1207 ADT
-----------------	---------	-------------	---------------------	-----------------------

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

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

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

Make/Model - MAULE M-4	Eng Make/Model - FRANKLIN 6A-350-C1	ELT Installed/Activated - YES/YES
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 - 220 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BERING RIVER, AK</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data CORDOVA</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 1900/ 30</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
--	--	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) PRIVATE, COMMERCIAL SE LAND, SE SEA</p>	<p>Age - 48</p> <p>Biennial Flight Review Current - YES Months Since - 16 Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 7000</p> <p>Make/Model- 350</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- 12</p> <p>Rotorcraft - UNK/NR</p>
---	--	---

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON BASE LEG TO THE AIRPORT, THE ENGINE STOPPED PRODUCING POWER FORCING THE PILOT TO LAND THE AIRPLANE ON THE TUNDRA SHORT OF THE RUNWAY. UPON LANDING THE AIRPLANE NOSED OVER. SUBSEQUENT EXAMINATION OF THE ENGINE SHOWED WATER IN THE CARBURETOR. THE WATER WAS DRAINED AND THE ENGINE STARTED AND OPERATED NORMALLY. THE PIC STATED THAT HE LAST REFUELED HIS ACFT 1 WEEK EARLIER FROM HIS OWN FUEL TANK THAT WAS EQUIPPED WITH AN AQUACON GO-NO-GO FILTER.

Brief of Accident (Continued)

File No. - 1208

9/18/88

CORDOVA, AK

A/C Reg. No. N2044U

Time (Lcl) - 1207 ADT

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

Finding(s)

1. FLUID, FUEL - WATER
2. FUEL SYSTEM, CARBURETOR - WATER
3. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - TUNDRA

----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. - 1250	9/23/88	JUNEAU, AK	A/C Reg. No. N249CC	Time (Lc1) - 1205 ADT
-----------------	---------	------------	---------------------	-----------------------

----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520-H	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	JUNEAU, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EXCURSION INLET
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000 -UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - DIRT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - ROUGH
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 470	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 13	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT ON LANDING ON THE AIRSTRIP, WHICH ALSO SERVES AS A ROADWAY, HE ENCOUNTERED A DEPRESSION IN THE SURFACE. THE ACFT PORPOISED AND DEPARTED THE LEFT SIDE OF THE PREPARED SURFACE. THE PLT ADDED POWER AND REGAINED THE PREPARED SURFACE. HE THEN ATTEMPTED A BALKED LANDING BUT THE ACFT COLLIDED WITH TREES OFF THE RIGHT SIDE OF THE STRIP.

Brief of Accident (Continued)

File No. - 1250

9/23/88

JUNEAU, AK

A/C Reg. No. N249CC

Time (Lcl) - 1205 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. UNSUITABLE TERRAIN - SELECTED - 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 - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1278 10/02/88 HEALY LAKE, AK A/C Reg. No. N3421A Time (Lcl) - 1840 ADT

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

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

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

Make/Model	- PIPER PA-22	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 135 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- 160/035 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>HEALY LAKE</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 2800/ 40</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
---	--	---

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 50
	Months Since - N/A	Make/Model- 50
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 20
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER WAITING FOR MORE FAVORABLE WIND CONDITIONS, THE STUDENT PILOT AND HIS PASSENGER ATTEMPTED A DEPARTURE FROM A DIRT STRIP SURROUNDED BY TREES. THE NON-RATED PASSENGER STATED THAT "AFTER BECOMING AIRBORNE AND CLIMBING SLIGHTLY ABOVE THE TREETOPS, IT FELT LIKE I WAS IN AN ELEVATOR AND THE AIRCRAFT BEGAN TO HIT THE TOPS OF THE TREES...". WITNESSES INDICATED THAT THE WINDS WERE OUT OF THE SOUTH-SOUTHEAST AT 35 KNOTS, GUSTING TO 40 KNOTS.

Brief of Accident (Continued)

File No. - 1278

10/02/88

HEALY LAKE, AK

A/C Reg. No. N3421A

Time (Lcl) - 1840 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - HIGH WIND
 3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
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) 3,4,6

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. - 1279	10/05/88	EAGLE, AK	A/C Reg. No. N734GW	Time (Lcl) - 1630 ADT
-----------------	----------	-----------	---------------------	-----------------------

----Basic Information----

Type Operating Certificate - ON-DEMAND AIR TAXI Name of Carrier - 40 MILE AIR, LTD. Type of Operation - NON SCHED, DOMESTIC, PAX/CARGO Flight Conducted Under - 14 CFR 135 Accident Occurred During - MANEUVERING	Aircraft Damage SUBSTANTIAL Fire NONE	<table border="0"> <tr> <th style="text-align: left;">Injuries</th> <th style="text-align: center;">Fatal</th> <th style="text-align: center;">Serious</th> <th style="text-align: center;">Minor</th> <th style="text-align: center;">None</th> </tr> <tr> <td>Crew</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> </tr> <tr> <td>Pass</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> </tr> </table>	Injuries	Fatal	Serious	Minor	None	Crew	0	0	0	1	Pass	0	0	0	1
Injuries	Fatal	Serious	Minor	None													
Crew	0	0	0	1													
Pass	0	0	0	1													

----Aircraft Information----

Make/Model - CESSNA 206 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 6	Eng Make/Model - CONTINENTAL IO-520-F3B Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP	ELT Installed/Activated - YES/NO Stall Warning System - YES
---	--	--

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 270/008 KTS Visibility - 25.0 SM Lowest Sky/Clouds - 5000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point - EAGLE, AK Destination - LOCAL ATC/Airspace Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
--	--	---

----Personnel Information----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, SE SEA	Age - 26 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - C-207	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 950 Make/Model - 200 Instrument - 53 Last 24 Hrs - 4 Last 30 Days - 80 Last 90 Days - 200
---	--	---

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT-IN-COMMAND WAS ATTEMPTING TO AIR DROP GROCERIES TO A MINING SITE AND A BOX OF BREAD HIT THE HORIZONTAL STABILIZER. THE AIRCRAFT RETURNED AND LANDED UNEVENTFULLY AT EAGLE AIRPORT.

Brief of Accident (Continued)

File No. - 1279

10/05/88

EAGLE, AK

A/C Reg. No. N734GW

Time (Lcl) - 1630 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1361	10/10/88	PERDE BAY, AK	A/C Reg. No. N9965M	Time (Lcl) - 1036 ADT
-----------------	----------	---------------	---------------------	-----------------------

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

Type Operating Certificate-COMMUTER Name of Carrier - CAPE SMYTH AIR SERVICES I Type of Operation - SCHEDULED, DOMESTIC, PAX/CARGO Flight Conducted Under - 14 CFR 135 Accident Occurred During - LANDING	Aircraft Damage SUBSTANTIAL Fire NONE	<table border="0"> <tr> <th style="text-align: left;">Injuries</th> <th style="text-align: center;">Fatal</th> <th style="text-align: center;">Serious</th> <th style="text-align: center;">Minor</th> <th style="text-align: center;">None</th> </tr> <tr> <td>Crew</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> </tr> <tr> <td>Pass</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">4</td> </tr> </table>	Injuries	Fatal	Serious	Minor	None	Crew	0	0	0	1	Pass	0	0	0	4
Injuries	Fatal	Serious	Minor	None													
Crew	0	0	0	1													
Pass	0	0	0	4													

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

Make/Model - CESSNA 207 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3800 No. of Seats - 5	Eng Make/Model - CONTINENTAL IO-520 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- 300/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 1500 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point BARROW, AK Destination POINT HOPE, 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) ATP, CFI SE LAND, ME LAND	Age - 31 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - C-207A	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) <table border="0"> <tr> <td>Total</td> <td style="text-align: center;">- 3700</td> <td>Last 24 Hrs -</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Make/Model-</td> <td style="text-align: center;">1200</td> <td>Last 30 Days-</td> <td style="text-align: center;">80</td> </tr> <tr> <td>Instrument-</td> <td style="text-align: center;">720</td> <td>Last 90 Days-</td> <td style="text-align: center;">230</td> </tr> <tr> <td>Multi-Eng -</td> <td style="text-align: center;">2400</td> <td></td> <td></td> </tr> </table>	Total	- 3700	Last 24 Hrs -	0	Make/Model-	1200	Last 30 Days-	80	Instrument-	720	Last 90 Days-	230	Multi-Eng -	2400		
Total	- 3700	Last 24 Hrs -	0															
Make/Model-	1200	Last 30 Days-	80															
Instrument-	720	Last 90 Days-	230															
Multi-Eng -	2400																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED A POWER LOSS DURING CRUISE FLIGHT AND DURING HIS DESCENT THE ENGINE STOPPED PRODUCING POWER. HE LANDED ON THE TUNDRA AND THE AIRPLANE WAS SUBSTANTIALLY DAMAGED. AN ENGINE TEARDOWN REVEALED THAT THE NUMBER 4 PISTON WAS BURNED PAST COMPRESSION RING, WHICH PRESSURIZED THE CASE AND FORCED THE OIL OUT. THE ENG THEN SEIZED.

Brief of Accident (Continued)

File No. - 1361

10/10/88

PERDE BAY, AK

A/C Reg. No. N9965M

Time (Lc1) - 1036 ADT

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

Finding(s)

1. ENGINE ASSEMBLY, PISTON - BURNED
2. FLUID, OIL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - TUNDRA
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. - 1292	10/10/88	AKIACHAK, AK	A/C Reg. No. N449SA	Time (Lcl) - 1630 ADT
-----------------	----------	--------------	---------------------	-----------------------

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

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

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

Make/Model - CESSNA 182C Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2650 No. of Seats - 4	Eng Make/Model - CONTINENTAL O-470-L 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- VARIABLE/030 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 NPAKIAK, AK Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - COMPANY (VFR) Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity ON AIRPORT Airport Data AKIACHAK Runway Ident - 28 Runway Lth/Wid - 1900/ 40 Runway Surface - GRAVEL Runway Status - DRY
---	---	---

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

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 35 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-182	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1055 Make/Model- 575 Instrument- UNK/NR Multi-Eng - 200 Last 24 Hrs - 4 Last 30 Days- 77 Last 90 Days- 200 Rotorcraft - UNK/NR
--	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIR TAXI PILOT LANDED LONG AND WAS UNABLE TO STOP THE AIRCRAFT BEFORE IT RAN OFF THE RUNWAY AND CAME TO REST IN A DITCH. A 30-40 KT GUSTY CROSSWIND AND TURBULENCE EXISTED AT THE TIME. THE PILOT STATED THAT DURING THE LANDING ROLL, HE DISCOVERED THAT THE LEFT BRAKE WAS INOPERATIVE AND SUBSEQUENT EXAMINATION FOUND THE COTTER PIN MISSING FROM THE LEFT RUDDER/BRAKE PEDAL. THIS HAD ALLOWED THE PEDAL RETAINING SHAFT TO PARTIALLY BACK OUT, AND THE ASSEMBLY TO BECOME DISCONNECTED. THE MISSING COTTER PIN WAS NOT FOUND. THE PIC WAS BEING PAID A PERCENTAGE OF THE GROSS INCOME EARNED BY THE AIRCRAFT HE FLEW. IF THE TRIP WAS NOT COMPLETED, HE DID NOT GET PAID.

Brief of Accident (Continued)

File No. - 1292

10/10/88

AKIACHAK, AK

A/C Reg. No. N449SA

Time (Lcl) - 1630 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TURBULENCE
3. LANDING GEAR, NORMAL BRAKE SYSTEM - DISCONNECTED

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
6. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
7. SELF-INDUCED PRESSURE - PILOT IN COMMAND
8. COMPANY-INDUCED PRESSURE - PILOT IN COMMAND
9. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

10. 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) 1,2,5,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1280 10/25/88 SOLDOTNA, AK A/C Reg. No. N4850F Time (Lcl) - 2100 ADT

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

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

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

Make/Model	- CESSNA TU206A	Eng Make/Model	- CONTINENTAL TS10-520C	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	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 - TV WX</p> <p>Method - ACFT RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 2500 FT SCATTERED</p> <p>Lowest Ceiling - 5500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SPIRIDON LAKE, AK</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>SOLDOTNA</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 5000/ 130</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	--	---

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,FLT ENG	Current - YES	Total - 4700
SE LAND,ME LAND,SE SEA	Months Since - 11	Make/Model- 150
	Aircraft Type - B-727	Instrument- 500
		Multi-Eng - 3968
		Last 24 Hrs - 3
		Last 30 Days- 2
		Last 90 Days- 250
		Rotorcraft - 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ATP CERTIFICATED PILOT AND HIS TWO PASSENGERS WERE RETURNING FROM A HUNTING TRIP WHEN THE TURBOCHARGED CESSNA 206 CAUGHT FIRE SOON AFTER LANDING. THE PILOT STATED THAT THE ENGINE QUIT DURING THE LANDING ROLL AND AN ATTEMPT AT RESTARTING THE ENGINE AS THE AIRPLANE CLEARED THE RUNWAY WAS UNSUCCESSFUL. SHORTLY AFTER THE RESTART ATTEMPT, A FIRE STARTED IN THE ENGINE COMPARTMENT. NO FIRE EXTINGUISHER WAS ONBOARD THE AIRPLANE AT THE TIME THAT THE FIRE STARTED AND THE FIRE WAS NOT EXTINGUISHED UNTIL LOCAL FIRE FIGHTERS ARRIVED.

Brief of Accident (Continued)

File No. - 1280

10/25/88

SOLDOTNA, AK

A/C Reg. No. N4850F

Time (Lcl) - 2100 ADT

Occurrence #1 FIRE
Phase of Operation STANDING

Finding(s)

1. FLUID, FUEL - LEAK
2. ENGINE ASSEMBLY - FIRE

----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. - 1363	10/30/88	ANCHORAGE, AK	A/C Reg. No. N9278C	Time (Lcl) - 1500 ADT
-----------------	----------	---------------	---------------------	-----------------------

----Basic Information----

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

----Aircraft Information----

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KENAI, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MERRILL FIELD
Wind Dir/Speed- 315/007 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2469/ 60
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1805
SE LAND, ME LAND	Months Since - 18	Make/Model- 435
	Aircraft Type - C-180	Instrument- UNK/NR
		Multi-Eng - 6
		Last 24 Hrs - 8
		Last 30 Days- 56
		Last 90 Days- 179
		Rotorcraft - 22

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT HE LOST DIRECTIONAL CONTROL OF THE AIRPLANE DURING A POST-FLIGHT TAXI TO TIE DOWN. HE SAID THAT A SMALL FLASHLIGHT HAD FALLEN BEHIND THE LEFT RUDDER PEDAL AND LIMITED THE AMOUNT OF BRAKE AND RUDDER AVAILABLE FOR DIRECTIONAL CONTROL.

Brief of Accident (Continued)

File No. - 1363

10/30/88

ANCHORAGE, AK

A/C Reg. No. N9278C

Time (Lcl) - 1500 ADT

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

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - MOVEMENT RESTRICTED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1291	11/08/88	NENANA, AK	A/C Reg. No. N48943	Time (Lcl) - 1848 AST
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		
		SUBSTANTIAL		
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-LANDING			0
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 110 HP	
			ELT Installed/Activated - YES/NO	
			Stall Warning System - YES	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary		Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point		ON AIRPORT
Method - N/A		EIELSON AFB, AK		
Completeness - N/A		Destination		Airport Data
Basic Weather - VMC		LOCAL		NENANA
Wind Dir/Speed- 060/005 KTS		ATC/Airspace		Runway Ident - 03
Visibility - 50.0 SM		Type of Flight Plan - VFR		Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - CLEAR		Type of Clearance - NONE		Runway Surface - ASPHALT
Lowest Ceiling - NONE		Type Apch/Lndg - TRAFFIC PATTERN		Runway Status - DRY
Obstructions to Vision- NONE		FULL STOP		SNOW - DRY
Precipitation - NONE				
Condition of Light - NIGHT(DARK)				
<hr/>				
-----Personnel Information-----				
Pilot-In-Command		Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)		Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI		Current - YES	Total - 1427	Last 24 Hrs - 3
SE LAND, SE SEA		Months Since - 4	Make/Model- 500	Last 30 Days- 58
		Aircraft Type - C-172	Instrument- 109	Last 90 Days- 106
			Multi-Eng - 0	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
THE INSTRUCTOR PILOT WAS DEMONSTRATING A SOFT-FIELD LANDING TO HIS STUDENT PILOT WHEN HE FLARED THE AIRPLANE TOO HIGH, AND ALLOWED THE CROSSWIND TO CARRY THE AIRPLANE OFF THE LEFT SIDE OF THE RUNWAY WHERE IT HIT A RUNWAY LIGHT AND A SNOW BERM, THEN NOSED OVER. THE INSTRUCTOR PILOT STATED THAT "IT WAS A SIMPLE CASE OF PILOT ERROR".				
<hr/>				

Brief of Accident (Continued)

File No. - 1291

11/08/88

NENANA, AK

A/C Reg. No. N48943

Time (Lcl) - 1848 AST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - PREMATURE - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - DELAYED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
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) 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. - 1290	12/21/88	PORCUPINE LODGE, AK	A/C Reg. No. - 12007	Time (Lcl) - 1340 AST
<hr/>				
-----Basic Information-----				
Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		
Name of Carrier	-YUKON AIR SERVICE	SUBSTANTIAL		
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	
Flight Conducted Under	-14 CFR 135	NONE	Pass	
Accident Occurred During	-TAXI			
			Fatal	Injuries
			0	Serious
			0	Minor
				None
				2
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 185	Eng Make/Model	- CONTINENTAL IO-520D	ELT Installed/Activated
Landing Gear	- SKI	Number Engines	- 1	- YES/NO
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED	Stall Warning System
No. of Seats	- 4	Rated Power	- 300 HP	- YES
<hr/>				
-----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	FORT YUKON, AK	PORCUPINE RIVER	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - N/A	
Visibility	- 35.0 SM	Type of Flight Plan	- N/A	
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	Runway Surface - ICE	
Lowest Ceiling	- 4000 FT OVERCAST	Type Apch/Lndg	Runway Status - ICE COVERED	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 10000	Last 24 Hrs -	2
SE LAND, ME LAND, SE SEA	Months Since - 6	Make/Model - 5000	Last 30 Days -	25
	Aircraft Type - C-185	Instrument - 130	Last 90 Days -	85
		Multi-Eng - 700		
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>THE AIRCRAFT WAS TAXIING FOR TAKEOFF ON THE FROZEN PORCUPINE RIVER IN RURAL ALASKA WHEN THE RIGHT MAIN LANDING GEAR BROKE THROUGH THE RIVER ICE, ALLOWING THE RIGHT WING TO STRIKE THE ICE. THE PILOT STATED THAT HE HAD LANDED ON THE RIVER NEAR THE PORCUPINE LODGE AT A SITE THAT HAD BEEN DESIGNATED BY THE OPERATOR OF THE LODGE AS A LANDING SITE. HE EXPERIENCED NO PROBLEMS DURING THE LANDING, AND ASSUMED THAT THE ICE WAS THICK ENOUGH TO SUPPORT THE WEIGHT OF HIS AIRPLANE. DURING THE TAXI DOWNSTREAM FOR TAKEOFF, THE RIGHT MAIN LANDING GEAR TIRE AND SKI BROKE THROUGH THE ICE INTO APPROXIMATELY FOUR FEET OF WATER.</p>				

Brief of Accident (Continued)

File No. - 1290

12/21/88

PORCUPINE LODGE, AK

A/C Reg. No. N70087

Time (Lcl) - 1340 AST

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

Finding(s)

1. TERRAIN CONDITION - WEAK ICE
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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. - 1289	12/21/88	KOTZEBUE,AK	A/C Reg. No. N9948M	Time (Lcl) - 1105 AST
-----------------	----------	-------------	---------------------	-----------------------

----Basic Information----

Type Operating Certificate-COMMUTER Name of Carrier -BAKER AVIATION INC. Type of Operation -SCHEDULED,DOMESTIC,PAX/CARGO Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal Crew 0 Pass 0	Injuries Serious 0 Minor 0	None 1 5
---	--	---------------------------	----------------------------------	----------------

----Aircraft Information----

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

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

Weather Data Wx Briefing - COMPANY Method - TELEPHONE Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- 270/009 KTS Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 900 FT OVERCAST Obstructions to Vision- BLOWING SNOW Precipitation - FREEZING RAIN Condition of Light - DAYLIGHT	Itinerary Last Departure Point NOORVIK,AK Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - COMPANY (VFR) Type of Clearance - SPECIAL VFR Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity ON AIRPORT Airport Data WIEN MEMORIAL Runway Ident - 08 Runway Lth/Wid - 5900/ 150 Runway Surface - ASPHALT Runway Status - UNK/NR
--	---	---

----Personnel Information----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 22 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-207	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 1707 Make/Model- 83 Instrument- 139 Multi-Eng - 231 Last 24 Hrs - 3 Last 30 Days- 88 Last 90 Days- 259 Rotorcraft - 4
---	--	---

Instrument Rating(s) - AIRPLANE

----Narrative----

THE AIR TAXI PILOT STATED THAT HE HAD ENCOUNTERED FREEZING DRIZZLE AND OTHER ICING CONDITIONS PRIOR TO LANDING, ACCUMULATING APPROXIMATELY 3/8" OF ICE ON THE AIRPLANE. HE SAID THAT AS HE BEGAN HIS LANDING FLARE, THE AIRPLANE STALLED, AND HE WAS UNABLE TO RECOVER CONTROL OF THE AIRPLANE PRIOR TO STRIKING THE RUNWAY WITH THE RIGHT WING. HE STATED THAT THE ACCIDENT MIGHT HAVE BEEN PREVENTED IF HE HAD APPROACHED THE LANDING WITH GREATER CONCERN FOR THE ICE ON THE AIRPLANE, I.E., ADDITIONAL AIRSPEED AND A LOWER FLAP SETTING.

Brief of Accident (Continued)

File No. - 1289

12/21/88

KOTZEBUE, AK

A/C Reg. No. N9948M

Time (Lcl) - 1105 AST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - ICING CONDITIONS
 3. WING - ICE
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1362	12/28/88	KIVALINA, AK	A/C Reg. No. N9651M	Time (Lcl) - 0920 AST
-----------------	----------	--------------	---------------------	-----------------------

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

Type Operating Certificate - COMMUTER Name of Carrier - BAKER AVIATION Type of Operation - SCHEDULED, DOMESTIC, CARGO Flight Conducted Under - 14 CFR 135 Accident Occurred During - LANDING	Aircraft Damage SUBSTANTIAL Fire NONE	<table border="0"> <tr> <td></td> <td></td> <th colspan="4">Injuries</th> </tr> <tr> <td></td> <td></td> <th>Fatal</th> <th>Serious</th> <th>Minor</th> <th>None</th> </tr> <tr> <td>Crew</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> </tr> <tr> <td>Pass</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> </tr> </table>			Injuries						Fatal	Serious	Minor	None	Crew	0	0	0	1	0	Pass	0	0	0	1	0
		Injuries																								
		Fatal	Serious	Minor	None																					
Crew	0	0	0	1	0																					
Pass	0	0	0	1	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 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 - COMPANY Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 8.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 4000 FT OVERCAST Obstructions to Vision - NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT)	Itinerary Last Departure Point - KOTZEBUE, AK Destination - SAME AS ACC/INC 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, SE SEA	Age - 57 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - C-207	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) <table border="0"> <tr> <td>Total</td> <td>- 22760</td> <td>Last 24 Hrs -</td> <td>33</td> </tr> <tr> <td>Make/Model -</td> <td>8028</td> <td>Last 30 Days -</td> <td>84</td> </tr> <tr> <td>Instrument -</td> <td>2866</td> <td>Last 90 Days -</td> <td>334</td> </tr> <tr> <td>Multi-Eng -</td> <td>3272</td> <td></td> <td></td> </tr> </table>	Total	- 22760	Last 24 Hrs -	33	Make/Model -	8028	Last 30 Days -	84	Instrument -	2866	Last 90 Days -	334	Multi-Eng -	3272		
Total	- 22760	Last 24 Hrs -	33															
Make/Model -	8028	Last 30 Days -	84															
Instrument -	2866	Last 90 Days -	334															
Multi-Eng -	3272																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIR TAXI PILOT WAS ON A SCHEDULED CARGO FLIGHT TO A REMOTE VILLAGE IN WESTERN ALASKA WHEN HE REPORTEDLY HAD A PARTIAL LOSS OF ENGINE POWER. HE SAID THAT HE WAS UNABLE TO MAINTAIN ALTITUDE AND MADE A FORCED LANDING ON A FROZEN LAKE. HE IS UNCERTAIN WHY THE ENGINE HAD A LOSS OF POWER, AND THE REMOTENESS OF THE CRASH SITE AND EXTREME WINTER WEATHER CONDITIONS HAD PRECLUDED RECOVERY OF THE AIRPLANE FOR EXAMINATION. AT THE TIME OF THE ACCIDENT, THE PILOT REPORTED THE WEATHER AS 4,000' OVERCAST WITH 8 MILES VISIBILITY. OTHER PILOTS FLYING IN THE SAME GENERAL AREA REPORTED THE WEATHER AS MUCH WORSE, BORDERING ON INSTRUMENT METEOROLOGICAL CONDITIONS.

Brief of Accident (Continued)

File No. - 1362

12/28/88

KIVALINA, AK

A/C Reg. No. N9651M

Time (Lcl) - 0920 AST

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

Finding(s)
1. POWERPLANT - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

-----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. - 1298	5/06/88	GULF SHORES, AL	A/C Reg. No. N41333	Time (Lcl) - 1615 CDT
-----------------	---------	-----------------	---------------------	-----------------------

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

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

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

Make/Model - PIPER J5C	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/014 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>JACK EDWARDS</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 5400/ 100</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>COMMERCIAL</p> <p>SE LAND, ME LAND, SE SEA</p> <p>HELICOPTER</p>	<p>Age - 32</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 - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - 1719</p> <p>Make/Model - 100</p> <p>Instrument - 125</p> <p>Multi-Eng - 432</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - UNK/NR</p> <p>Rotorcraft - 525</p>
---	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A WITNESS REPORTED THAT THE AIRPLANE ENCOUNTERED A "DOWNDRAFT" WHILE ATTEMPTING TO PICK UP A BANNER. THE MAIN LDG GEAR CAUGHT THE BANNER PICK-UP LINE AND CARRIED THE BANNER ALOFT. THE WITNESS RADIOED THE PLT TO ADVISE HIM OF THE SITUATION, BUT RECEIVED NO RESPONSE. THE AIRPLANE CLIMBED TO ABOUT 200 FT AGL WHILE CONTINUING TO HEAD NORTH INTO THE WIND, THEN BEGAN TO TURN DOWNWIND TO THE RIGHT. THE AIRPLANE NOSE DROPPED AS THE TURN WAS COMPLETED AND THE AIRPLANE ENTERED A SPIN TO THE RIGHT. THE AIRPLANE SUBSEQUENTLY IMPACTED THE TERRAIN IN A NOSE-DOWN ATTITUDE. THE WITNESS ESTIMATED THAT THE WIND WAS GUSTING UP TO 25 KNOTS FROM THE NORTH AT THE TIME. THE PLT WAS REPORTEDLY NOT WEARING HIS SEAT BELT, AND NO SHOULDER HARNESS WAS INSTALLED IN THE AIRPLANE.

Brief of Accident (Continued)

File No. - 1298

5/06/88

GULF SHORES, AL

A/C Reg. No. N41333

Time (Lcl) - 1615 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. SIGN TOWING EQUIPMENT - ENTANGLED
4. ABORT - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1203	5/09/88	OZARK,AL	A/C Reg. No. N1038Y	Time (Lcl) - 0930 CDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious Minor None
Type of Operation	-OTHER WORK USE	Fire	Crew 1	0 0 0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 0 0
Accident Occurred During	-LANDING			
-----Aircraft Information-----				
Make/Model	- HUGHES 269A	Eng Make/Model	- LYCOMING H10-360-B1A	ELT Installed/Activated - NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 180 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP	
Method - N/A		OZARK,AL		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		BONIFAY,FL		
Wind Dir/Speed- 150/009 KTS		ATC/Airspace	Runway Ident - N/A	
Visibility - 6.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - N/A	
Lowest Sky/Clouds - UNK/NR		Type of Clearance - NONE	Runway Surface - GRASS/TURF	
Lowest Ceiling - 8000 FT BROKEN		Type Apch/Lndg - NONE	Runway Status - DRY	
Obstructions to Vision- HAZE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-----Personnel Information-----				
Pilot-In-Command		Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)		Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL		Current - YES	Total - 6856	Last 24 Hrs - UNK/NR
SE LAND		Months Since - 21	Make/Model- UNK/NR	Last 30 Days- UNK/NR
HELICOPTER		Aircraft Type - H-269	Instrument- UNK/NR	Last 90 Days- UNK/NR
			Multi-Eng - UNK/NR	Rotorcraft - UNK/NR
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THREE MONTHS PRIOR TO THE ACCIDENT A MECHANIC REPAIRED THE LEFT MAGNETO. HE REINSTALLED IT AND TIMED IT WITH THE RIGHT MAGNETO. BOTH MAGNETOS WERE FOUND TO HAVE ADVANCED TIMING. INTERNAL EXAMINATION SHOWED DISCREPANCIES WHICH WOULD LEAD TO ELECTRICAL BREAKDOWN. AFTER TAKEOFF THE ENGINE BACKFIRED AND THE PILOT IN COMMAND ATTEMPTED WHAT APPEARED TO BE A BACKUP AUTOROTATION TO A RUN-ON LANDING. EXAMINATION OF THE CRASH SITE DEMONSTRATED THAT THE VERTICAL DESCENT WAS STOPPED, HOWEVER, THE FORWARD VELOCITY WAS NOT. AFTER TOUCHDOWN THE HELO SLID THROUGH A DITCH. COLLISION WITH THE FAR SIDE OF THE DITCH RESULTED IN FATAL IMPACT FORCES TRANSMITTED TO THE PILOT IN COMMAND.				

Brief of Accident (Continued)

File No. - 1203

5/09/88

OZARK,AL

A/C Reg. No. N1038Y

Time (Lcl) - 0930 CDT

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL
2. MAINTENANCE,ALIGNMENT - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. AUTOROTATION - IMPROPER - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DITCH
6. 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) 1,2,4,6

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. - 1235 5/28/88 MC KENZIE,AL A/C Reg. No. N7067F Time (Lcl) - 1830 CDT

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

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

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

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

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

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	PASTURE
Wind Dir/Speed- 030/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 800-N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 100
SE LAND	Months Since - 19	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE ATTEMPTED TO TAKEOFF FROM A PASTURE THAT WAS "TOO SHORT". THE AIRPLANE BEGAN TO SETTLE SHORTLY AFTER T/O AND ONE OF THE MLG WHEELS STRUCK A SHORT POST IN THE PASTURE. THE AIRPLANE HDG WAS ALTERED AND THE AIRPLANE CRASHED INTO A FENCE. THE AIRPLANE SUBSEQUENTLY IMPACTED THE TERRAIN, SLID TO A STOP, AND CAUGHT FIRE. THE PLT ESTIMATED THAT THE AMBIENT TEMP AT THE TIME WAS ABOUT 85 DEG F. THE FIELD WAS ABOUT 800 FT LONG AND HAD HIGH GRASS IN IT. THE PLT HAD LANDED IN THE PASTURE FOR THE 1ST TIME EARLIER IN THE DAY; THIS WAS HIS 1ST ATTEMPT TO DEPART FROM IT. THE DENSITY ALTITUDE AT THE TIME WAS ESTIMATED TO BE 2,000 FT.

Brief of Accident (Continued)

File No. - 1235

5/28/88

MC KENZIE,AL

A/C Reg. No. N7067F

Time (Lcl) - 1830 CDT

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

Finding(s)

1. OBJECT - FENCE POST
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. TERRAIN CONDITION - HIGH VEGETATION
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 5. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1276 6/22/88 MYRTLEWOOD, AL A/C Reg. No. N780GM Time (Lcl) - 1015 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew
NONE Pass

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

Make/Model - GLOBE SWIFT GC-1B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1970
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-360-A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 195 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 - 3.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STONE MOUNTAIN, GA
Destination
PHILADELPHIA, MS

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 - 57

Biennial Flight Review

Current - YES
Months Since - 15
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) - AIRPLANE

-----Narrative-----

THE PILOT WAS CONDUCTING A VFR FLIGHT AT 6500 FEET WHEN HE EXPERIENCED A COMPLETE ENGINE FAILURE. THE FLIGHT HAD BEEN NORMAL FOR APPROXIMATELY ONE HOUR. THE AIRPLANE CRASHED IN A NOSE LOW ATTITUDE BETWEEN TREES IN A WOODED AREA. THE IMPACT WAS COMMENSURATE WITH A STALL ATTITUDE. THE INVESTIGATION FAILED TO DISCLOSE ANY MECHANICAL PROBLEM. THE EVIDENCE INDICATED THAT THE PILOT WAS NOT FAMILIAR WITH THE AUX FUEL SYSTEM THAT HAD BEEN INSTALLED BEFORE THE ACCIDENT FLT. THE 11 GALLON AUX FUEL TANK HAD ABOUT A 30 MIN ENDURANCE. THE UNUSED FUEL IS RETURNED TO THE MAIN FUEL TANK WHEN THE AUX FUEL SYSTEM IS USED. THE PILOT HAD SWITCHED TO THE AUX TANK ABOUT 30 MIN PRIOR TO THE CRASH.

Brief of Accident (Continued)

File No. - 1276

6/22/88

MYRTLEWOOD, AL

A/C Reg. No. N780GM

Time (Lcl) - 1015 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
3. LACK OF FAMILIARITY WITH AIRCRAFT - 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)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1255	7/28/88	ELBERTA,AL	A/C Reg. No. N4090D	Time (Lcl) - 1810 CDT
-----------------	---------	------------	---------------------	-----------------------

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

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

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

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	DESTIN,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ELBERTA,AL	HORAK FIELD
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 100
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1590	Last 24 Hrs - 0
SE LAND	Months Since - 14	Make/Model- 250	Last 30 Days- 5
HELICOPTER	Aircraft Type - C-172RG	Instrument- 230	Last 90 Days- 32
			Rotorcraft - 958

Instrument Rating(s) - HELICOPTER

-----Narrative-----

PIC FLEW A CROSS COUNTRY WHICH INCLUDED FOUR TAKEOFFS BECAUSE OF EN ROUTE STOPS FOR PASSENGER PICK UP AND DROP OFF. HIS FUEL CONSUMPTION CALCULATIONS WERE BASED ON THE NUMBER OF INCHES OF FUEL IN THE TANKS WHICH HE MEASURED WITH A HOME MADE DIPSTICK. PIC DID NOT KNOW GALLON EQUIVALENT PER INCH OF FUEL. HE USED THE CRUISE CHARTS TO CALCULATE ENDURANCE BUT OMITTED CALCULATIONS FOR START, TAXI, WARM UP, AND CLIMB. THE ACFT RAN OUT OF FUEL AND WAS FORCED TO LAND IN A MUDDY FIELD. THE NOSE GEAR DUG IN AND THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1255

7/28/88

ELBERTA, AL

A/C Reg. No. N4090D

Time (Lc1) - 1810 CDT

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

Finding(s)

1. FLUID - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. PERFORMANCE DATA - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1295 3/30/88 HOPE, AR A/C Reg. No. N6534H Time (Lcl) - 1929 CST

-----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	0	0	0	0
Accident Occurred During - CRUISE		0	0	0	0

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

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TULSA, OK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	NATCHEZ, MS	Runway Ident - N/A
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 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 - 600 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 232
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 61
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0
		Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT INITIATED THE FLIGHT INTO KNOWN ADVERSE WEATHER AFTER BEING ADVISED DURING A PREFLIGHT WEATHER BRIEFING THAT VFR FLIGHT WAS NOT RECOMMENDED. ABOUT 40 MINUTES BEFORE THE CRASH, HE CALLED EL DORADO (ARKANSAS) RADIO AND REQUESTED THEIR WEATHER FROM A POSITION REPORTEDLY IN THE VICINITY OF THE ACCIDENT. WITNESSES IN THE VICINITY OF THE CRASH SITE REPORTED THAT IT WAS A DARK NIGHT LOW CEILING PREVAILING.

Brief of Accident (Continued)

File No. - 1295

3/30/88

HOPE, AR

A/C Reg. No. N6534H

Time (Lcl) - 1929 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - DARK NIGHT
4. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
6. WEATHER EVALUATION - POOR - PILOT IN COMMAND

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

Finding(s)

7. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. SPATIAL DISORIENTATION - PILOT IN COMMAND
9. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1218 8/02/88 TARRY, AR A/C Reg. No. N3682X Time (Lcl) - 1800 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

0

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

Make/Model - ROCKWELL S-2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P&W R-1340-AN-1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

STAR CITY, AR

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - SOFT

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

ME LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - J-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5000

Make/Model- 3000

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 6

Last 30 Days- 85

Last 90 Days- 450

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THE ENGINE QUIT ABRUPTLY DURING AN AERIAL APPLICATION TURN AROUND MANEUVER. HE ATTEMPTED TO LAND IN A NEARBY FARM FIELD AND BECAUSE OF THE SOFT TERRAIN CONDITIONS, THE ACFT NOSED OVER DURING THE ROLL OUT. POST ACCIDENT INVESTIGATION REVEALED A BROKEN DRIVE SHAFT ON THE FUEL PUMP, CAUSING FUEL STARVATION TO THE POWER PLANT.

Brief of Accident (Continued)

File No. - 1218

8/02/88

TARRY, AR

A/C Reg. No. N3682X

Time (Lcl) - 1800 CDT

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

Finding(s)

1. FUEL SYSTEM, PUMP - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1227 8/15/88 SWIFTON, AR A/C Reg. No. N8856Q Time (Lcl) - 1530 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 - TAKEOFF			0	0	0	1
			0	0	0	0

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

Make/Model - ROCKWELL S-2R	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO	N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SWIFTON, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	K.C. HARLIN
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 80
Lowest Sky/Clouds - 4000 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 - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND	Months Since - 16	Make/Model- 1000
	Aircraft Type - B-35	Instrument- 50
		Last 24 Hrs - 8
		Last 30 Days- 100
		Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF DURING AN AERIAL APPLICATION OPERATION, THE PILOT SAID HE WAS UNABLE TO ESTABLISH A POSITIVE CLIMB. AFTER TRAVELING ABOUT 1 MILE, HE ELECTED TO DUMP HIS DRY FERTILIZER LOAD. WHEN HE DUMPED THE LOAD, THE INCREASED AERODYNAMIC DRAG CAUSED BY THE AIR BLOCK ON THE LARGE SPREADER, PLUS THE HIGH AMBIENT TEMPERATURE AND DENSITY ALTITUDE AND COMPARATIVELY LOW AIRSPEED, CAUSED THE AIRCRAFT TO STALL/MUSH INTO THE TERRAIN.

Brief of Accident (Continued)

File No. - 1227

8/15/88

SWIFTON, AR

A/C Reg. No. N8856Q

Time (Lcl) - 1530 CDT

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

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 4. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 5. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

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. - 1212	8/16/88	HUMPHREY,AR	A/C Reg. No. N8405K	Time (Lcl) - 0710 CDT
-----------------	---------	-------------	---------------------	-----------------------

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

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

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

Make/Model - GRUMMAN G-164B	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STUTTGART,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HUMPHREY,AR	HUMPHREY
Wind Dir/Speed- 060/003 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 5.0 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 - FULL STOP	Runway Status - DRY
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)
COMMERCIAL	Current - YES	Total - 4087
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 0
	Aircraft Type - C-182	Last 30 Days- 125
		Last 90 Days- 250
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND ON A NARROW DIRT ROAD BORDERED BY CROPS, THE PLT SAID HE CONTACTED THE HIGH VEGETATION ON THE RIGHT SIDE. THE ACFT BEGAN TO VEER TO THE RIGHT. THE PLT ATTEMPTED TO STEER TO THE LEFT AND VEERED OFF THE ROADWAY INTO A DITCH AND NOSED OVER. THE PLT FELT THAT ACFT SHOULD NOT BE OPERATED OFF TERRAIN THAT WAS NOT SUITED FOR AIRCRAFT OPERATIONS.

Brief of Accident (Continued)

File No. - 1212

8/16/88

HUMPHREY,AR

A/C Reg. No. N8405K

Time (Lcl) - 0710 CDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1356	11/10/88	MENA, AR	A/C Reg. No. N9109J	Time (Lcl) - 2110 CST
-----------------	----------	----------	---------------------	-----------------------

----Basic Information----

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

----Aircraft Information----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DEQUEEN, AR	INTERMOUNTAIN REGIONAL
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 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 - NIGHT(DARK)		

----Personnel Information----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 82
SE LAND	Months Since - 7	Make/Model- 13
	Aircraft Type - C-150	Instrument- 8
		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----

ON LEFT CROSSWIND LEG, DURING INITIAL CLIMB, THE AIRCRAFT EXPERIENCED A TOTAL LOSS OF POWER. THE ACFT HAD REACHED ABOUT 800 FEET AGL AND WAS ABOUT 1 1/2 MILES FROM THE DEPARTURE END OF THE RUNWAY. AN EMERGENCY LDG WAS ATTEMPTED WHICH RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT. DARK NIGHT VFR FLIGHT CONDITIONS EXISTED AT THE TIME OF THE ACCIDENT. WITNESSES SAID THEY OBSERVED THE ACFT PASS UNDER SOME POWER LINES BEFORE CONTACTING A FENCE. POST ACCIDENT INVESTIGATION, ALONG WITH STATEMENTS MADE BY THE PLT, REVEALED THE FUEL SELECTOR TO BE ON THE WRONG TANK, CAUSING FUEL STARVATION.

Brief of Accident (Continued)

File No. - 1356

11/10/88

MENA, AR

A/C Reg. No. N9109J

Time (Lc1) - 2110 CST

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. TERRAIN CONDITION - NONE SUITABLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1344	11/13/88	BENTON, AR	A/C Reg. No. N2158P	Time (Lcl) - 1130 CST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-PERSONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-LANDING			0
				0
				0
				1
				1
-----Aircraft Information-----				
Make/Model	- STEARMAN B75N1	Eng Make/Model	- CONTINENTAL W-670-6N	ELT Installed/Activated - YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 4810	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 220 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	NORTH LTL ROCK, AR		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	BENTON/SALINE CO.	
Wind Dir/Speed	- 120/008 KTS	ATC/Airspace	Runway Ident - 18	
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid - 4090/ 50	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total	- 5000	
SE LAND, ME LAND	Months Since - 5	Make/Model	- 5	
	Aircraft Type - C-130E	Instrument	- UNK/NR	
		Multi-Eng	- 4850	
			Last 24 Hrs - 6	
			Last 30 Days - 20	
			Last 90 Days - 80	
			Rotorcraft - UNK/NR	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THE FLT WAS UNEVENTFUL UNTIL THE LANDING AT THE SALINE COUNTY ARPT, BENTON, ARK. THE PIC STATED HE APPLIED TOO MUCH BRAKE AND APPLIED IT PREMATURELY DURING THE LANDING ROLL AND THE ACFT NOSED OVER TO THE INVERTED POSN. THE RESULTANT IMPACT CRUSHED THE VERTICAL STABILIZER AND RUDDER.				

Brief of Accident (Continued)

File No. - 1344

11/13/88

BENTON, AR

A/C Reg. No. N2158P

Time (Lcl) - 1130 CST

Occurrence #1 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1266 8/14/88 PARKER, AZ A/C Reg. No. N9965Q 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 -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-18-135
Landing Gear - FLOAT
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
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 - DIRT
Runway Status - DRY
ROUGH

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

Pilot-In-Command

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

Age - 26

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - EMB-110

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2170	Last 24 Hrs	-	8
Make/Model	-	410	Last 30 Days	-	70
Instrument	-	94	Last 90 Days	-	200
Multi-Eng	-	1030			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT JUST AFTER TKOF FROM A RIVER THE ENG WAS NOT DEVELOPING SUFFICIENT POWER TO MAINTAIN ALTITUDE. THE PILOT MADE A LANDING AND DURING THE LANDING ROLL COLLIDED WITH ROUGH TERRAIN. AFTER THE ACCIDENT, THE ENGINE WAS TEST RUN AND FOUND TO OPERATE WITHIN NORMAL OPERATING PARAMETERS. THE TEMPERATURE AT THE TIME OF THE ACCIDENT WAS 105 DEGREES F. THE DENSITY ALTITUDE WAS CALCULATED TO BE 3400 FEET.

Brief of Accident (Continued)

File No. - 1266

8/14/88

PARKER,AZ

A/C Reg. No. N9965Q

Time (Lcl) - 1000 MST

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

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
5. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1228 4/10/88 SAINT HELENA, CA A/C Reg. No. N1NZ Time (Lcl) - 1600 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - EIRIVION PIK 20D

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 - 750

Engine Type - UNK/NR

No. of Seats - 1

Rated Power - N/A

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 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

VACAVILLE, CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

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

Pilot-In-Command

Age - 29

Medical Certificate - NO MEDICAL

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 179

Last 24 Hrs - 2

Months Since - 20

Make/Model- 112

Last 30 Days- 4

GLIDER

Aircraft Type - SCH-233

Instrument- 0

Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT DEPARTED VACAVILLE GLIDERPORT ON AN AERO TOW. THE PLT INTENDED TO FLY TO CALISTOGA, CA AND RETURN. AFTER PASSING ST. HELENA, CA, THE THERMAL ACTIVITY BEGAN TO DECREASE. THE PLT EXECUTED A 180 DEG TURN TO RETURN TO VACAVILLE. WHEN THE FLT WAS OVER ST. HELENA, THE THERMAL ACTIVITY DIMINISHED FURTHER AND THE PLT ELECTED TO EXECUTE A PRECAUTIONARY LNDG IN AN OPEN FLD. THE PREVAILING SURFACE WINDS WERE FROM THE NORTH & THE FLD HE SELECTED SLOPED UPWARD TO THE NORTH. THE PLT LANDED TO THE NORTH & DURING THE LANDING ROLLOUT THE GLIDER STRUCK A DITCH WHICH CROSSED THE LANDING AREA.

Brief of Accident (Continued)

File No. - 1228

4/10/88

SAINT HELENA, CA

A/C Reg. No. N1NZ

Time (Lc1) - 1600 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - 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) 1,2

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1215 5/16/88 REEDLEY, CA A/C Reg. No. N23415 Time (Lcl) - 1122 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
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- 330/015 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
FRESNO, CA

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
REEDLEY MUNI.
Runway Ident - 33
Runway Lth/Wid - 3300/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4253 Last 24 Hrs - 2
Make/Model- 600 Last 30 Days- 39
Instrument- 91 Last 90 Days- 105
Multi-Eng - 1416 Rotorcraft - 71

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CLIMBED TO ABOUT 800 FEET AGL AFTER TAKEOFF WHEN THE ENGINE BEGAN TO RUN ROUGH. THE PILOT SAID THAT THE ENGINE THEN "QUIT AND RESTART(ED)" SEVERAL TIMES. HE SAID THAT INSUFFICIENT POWER WAS AVAILABLE TO REMAIN AIRBORNE AND HE ATTEMPTED A LANDING IN A TREE COVERED FIELD NEAR THE AIRPORT. SUBSEQUENT EXAMINATION OF THE AIRCRAFT BY FAA INSPECTORS REVEALED THAT EACH FUEL TANK HAD ABOUT 6 GALLONS OF FUEL. NO MECHANICAL MALFUNCTIONS OR FAILURES WERE IDENTIFIED DURING THE EXAMINATION OF THE AIRCRAFT. THE TEMPERATURE AT FRESNO, CA, WHICH IS LOCATED ABOUT 15 MILES WEST NORTHWEST OF REEDLEY, CA, AT THE TIME OF THE ACCIDENT WAS 67 DEGREES AND THE DEW POINT WAS 48 DEGREES. ACCORDING TO ICING PROBABILITY CHARTS, CONDITIONS WERE CONDUCIVE TO CARBURETOR ICING AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1215

5/16/88

REEDLEY, CA

A/C Reg. No. N23415

Time (Lcl) - 1122 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
-

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

Finding(s)

4. OBJECT - GUY WIRE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1242 6/05/88 OCEANO, CA A/C Reg. No. N1316X Time (Lcl) - 0650 PDT

-----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
ON GROUND

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

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

Make/Model - BELL 47G5
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 30.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Age - 67

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - H-12E

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 30000	Last 24 Hrs	- UNK/NR
Make/Model	- 350	Last 30 Days	- 21
Instrument	- UNK/NR	Last 90 Days	- 148
Multi-Eng	- UNK/NR	Rotorcraft	- 11550

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SPRAY RUN WHILE IN A TURN AROUND MANEUVER, THE HELICOPTER COLLIDED WITH ELECTRICAL WIRES AND A WOODEN POLE. THE HELICOPTER COLLIDED WITH THE TERRAIN AND BURNED ON IMPACT. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE HELICOPTER AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1242

6/05/88

OCEANO,CA

A/C Reg. No. N1316X

Time (Lc1) - 0650 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. OBJECT - POLE
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1225 6/28/88 TRUCKEE, CA A/C Reg. No. N8534A Time (Lcl) - 1810 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - BARON MINICOUPE
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 800
No. of Seats - 1

Eng Make/Model - VOLKSWAGEN RVMSTR-2100-S ELT Installed/Activated - NO -N/A
Number Engines - 1 Stall Warning System - NO
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 60 HP

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 280/014 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TRUCKEE, 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 - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

GLIDER

Age - 34

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - C-402C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2542

Make/Model- 31

Instrument- 283

Multi-Eng - 1107

Last 24 Hrs - 0

Last 30 Days- 106

Last 90 Days- 281

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IT WAS REPORTED THAT THE PURPOSE OF THE FLIGHT WAS TO BUZZ FRIENDS OF THE PILOT WHO WERE WINDSURFING ON SAILBOARDS. THE AIRPLANE WAS SEEN MANEUVERING ERRATICALLY AT A VERY LOW ALTITUDE OVER THE BOCA RESERVOIR. WITNESSES SAID THE AIRPLANE DID SEVERAL STEEP TURNS AND APPEARED TO STALL. THE AIRPLANE COLLIDED WITH THE TERRAIN IN A NOSE LOW, LEFT WING LOW ATTITUDE. WITNESSES INDICATED THE WINDS WERE GUSTING TO 30 MPH AT THE TIME OF THE ACCIDENT. TOX TESTS REVEALED 110-124 NG/ML MARIJUANA METABOLITES IN THE URINE OF THE PILOT. TOX TESTING OF BLOOD WAS NEGATIVE FOR MARIJUANA METABOLITES. THE AIRPLANE WAS CERTIFIED IN THE EXPERIMENTAL CATEGORY. ACROBATICS/ABRUPT MANEUVERS WERE PROHIBITED.

Brief of Accident (Continued)

File No. - 1225

6/28/88

TRUCKEE, CA

A/C Reg. No. N8534A

Time (Lcl) - 1810 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
5. MANEUVER - IMPROPER - PILOT IN COMMAND
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. WEATHER CONDITION - GUSTS

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1272 6/29/88 AGUA CALIENTE, CA A/C Reg. No. N27332 Time (Lcl) - 0840 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 -LANDING					

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

Make/Model - CESSNA 414A	Eng Make/Model - CONTINENTAL IO-520-NB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	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	AGUA CALIENTE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CALEXICO, CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1345
SE LAND, ME LAND	Months Since - 4	Make/Model- 25
	Aircraft Type - PA-34	Instrument- 133
		Multi-Eng - 642
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT, THE RIGHT ENGINE BEGAN TO RUN ROUGH. THE PILOT FEATHERED THE PROPELLER AND TURNED TO LAND AT THE AIRPORT. EN ROUTE, THE LEFT ENGINE BEGAN TO RUN ROUGH. UNABLE TO LAND AT THE AIRPORT, A FORCED LANDING WAS MADE ON A ROAD, WHERE, DURING THE LANDING ROLL, THE AIRPLANE STRUCK AN ABANDONED CAR AND COLLIDED WITH THE TERRAIN. INSPECTION OF THE ENGINE REVEALED THAT THE FUEL LINES TO BOTH ENGINES WERE PARTIALLY BLOCKED WITH AN UNKNOWN SUBSTANCE. THE PILOT REPORTED THAT IN THE MONTHS PRIOR TO THE ACCD THE LEFT ENGINE HAD LOST POWER AT LEAST 4-5 TIMES. AFTER EACH OCCURRANCE THE ENGINE HAD BEEN INSPECTED BY A MECHANIC. THE PROBLEMS THAT WERE FOUND RANGED FROM A CLOGGED OIL SEPARATOR TO LOW FUEL PRESSURE THAT WAS CORRECTED BY REPLACEMENT OF VARIOUS HOSES.

Brief of Accident (Continued)

File No. - 1272

6/29/88

AGUA CALIENTE,CA

A/C Reg. No. N27332

Time (Lcl) - 0840 PDT

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

Finding(s)

1. FUEL SYSTEM,LINE - BLOCKED(PARTIAL)
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - VEHICLE

Occurrence #4 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1265 7/01/88 LANCASTER, CA A/C Reg. No. N4179K Time (Lcl) - 0540 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
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
SAME AS ACC/INC
Destination
REDDING, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GENERAL WM J. FOX FIELD
Runway Ident - 24
Runway Lth/Wid - 5001/ 150
Runway Surface - ASPHALT
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 - PA-28

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

Total	- 1200	Last 24 Hrs	- UNK/NR
Make/Model-	304	Last 30 Days-	UNK/NR
Instrument-	15	Last 90 Days-	UNK/NR
Multi-Eng -	260		

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMB, JUST AFTER TAKEOFF, THE PILOT NOTICED AN OIL LEAK. THE PILOT TURNED BACK TO THE AIRFIELD, AND WHILE ON FINAL APPROACH THE ENGINE QUIT. DURING THE LANDING, THE LANDING GEAR COLLAPSED. INSPECTION OF THE ENGINE REVEALED THAT AN OIL LINE HAD BROKEN.

Brief of Accident (Continued)

File No. - 1265

7/01/88

LANCASTER,CA

A/C Reg. No. N4179K

Time (Lc1) - 0540 PDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - FAILURE,TOTAL
 2. FLUID,OIL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1234 7/09/88 PALO ALTO, CA A/C Reg. No. N6106U Time (Lcl) - 1208 PDT

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

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

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

Make/Model	- CESSNA TU206G	Eng Make/Model	- CONTINENTAL TSIO-520-M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3616	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 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 - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAN CARLOS, CA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p> <p>ROUGH</p>
--	---	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - C-206</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 6216</p> <p>Make/Model- 2885</p> <p>Instrument- 865</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 36</p> <p>Last 90 Days- 92</p> <p>Rotorcraft - 58</p>
--	---	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL FLIGHT, THE PILOT NOTED THAT THE OIL PRESSURE WAS LOW. EN ROUTE TO THE AIRPORT, THE ENGINE QUIT. A FORCED LANDING WAS MADE ON A ROAD WHERE DURING THE LANDING THE AIRPLANE COLLIDED WITH TELEPHONE WIRES AND SUBSEQUENTLY THE TERRAIN. INSPECTION OF THE ENGINE REVEALED THAT THE GOVERNOR IDLER GEAR STUD THAT HOLDS THE IDLER GEAR IN PLACE WAS MISSING. THE GEAR WAS FLOATING FREELY IN A SMALL CAVITY AND WEARING A HOLE THROUGH THE HOUSING ON THE PROPELLER GOVERNOR. METAL WAS FOUND IN THE OIL PAN AND IN THE OIL FILTER. THE ENGINE OVERHAUL WAS COMPLETED 3 OPERATING HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1234

7/09/88

PALO ALTO, CA

A/C Reg. No. N6106U

Time (Lc1) - 1208 PDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, GOVERNOR - FAILURE, PARTIAL
2. MAINTENANCE, OVERHAUL - POOR - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - WIRE, TRANSMISSION

Occurrence #4 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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. - 1233	7/12/88	BAKERSFIELD, CA	A/C Reg. No. N60856	Time (Lcl) - 1130 PDT
-----------------	---------	-----------------	---------------------	-----------------------

----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520-H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GILA BEND, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BAKERSFIELD, CA	BAKERSFIELD
Wind Dir/Speed- 034/003 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3150/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1670
SE LAND	Months Since - 14	Make/Model- 73
	Aircraft Type - C-210L	Instrument- 35
		Last 24 Hrs - 2
		Last 30 Days- 13
		Last 90 Days- 37

Instrument Rating(s) - NONE

----Narrative----

DURING THE LANDING ROLL, THE RIGHT BRAKE FAILED TO HOLD. THE AIRPLANE VEERED TO THE LEFT, OFF THE RUNWAY AND COLLIDED WITH A RUNWAY LIGHT. INSPECTION OF THE BRAKE REVEALED THAT THERE WAS NO FLUID IN THE SYSTEM. NO LEAKS WERE DISCOVERED DURING THE EXAM OF THE BRAKE SYSTEM.

Brief of Accident (Continued)

File No. - 1233

7/12/88

BAKERSFIELD, CA

A/C Reg. No. N60856

Time (Lc1) - 1130 PDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
 2. FLUID, HYDRAULIC - EXHAUSTION
 3. MAINTENANCE, SERVICE OF AIRCRAFT - NOT PERFORMED -
-

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

Finding(s)

4. OBJECT - RUNWAY LIGHT
-

----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. - 1243 7/15/88 PALMDALE, CA A/C Reg. No. N46373 Time (Lc1) - 1443 PDT

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

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

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

Make/Model - CESSNA 172K	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BURBANK, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BULLHEAD CITY, AZ	PALMDALE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 22
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 12000/ 15
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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 288	Last 24 Hrs - 0
SE LAND	Months Since - 16	Make/Model- 288	Last 30 Days- 9
	Aircraft Type - UNK/NR	Instrument- 3	Last 90 Days- 63

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT 9500 FEET, THE PILOT NOTED THAT THE OIL PRESSURE WAS LOW. SHORTLY AFTER, THE ENGINE QUIT. THE PILOT TURNED TOWARD AN AIRPORT, HOWEVER, THE AIRPLANE WAS LANDED SHORT OF THE RUNWAY AND NOSED OVER IN SOFT SAND DURING THE LANDING ROLL. INSPECTION OF THE AIRPLANE REVEALED THAT A CONSIDERABLE AMOUNT OF OIL HAD TRAVELED AFT ON THE LOWER ENGINE COWLING, EMANATING FROM THE NOSE GEAR AREA. THE ENGINE HAD UNDERGONE AN ANNUAL INSPECTION ON THE DAY OF THE ACCIDENT AND HAD FLOWN LESS THAN 1 HR. EXAMINATION OF THE ENGINE REVEALED THAT THE OIL HEAT SENSOR PROBE WAS FINGER TIGHT AND THE OIL HAD LEAKED FROM THAT AREA.

Brief of Accident (Continued)

File No. - 1243

7/15/88

PALMDALE, CA

A/C Reg. No. N46373

Time (Lcl) - 1443 PDT

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

Finding(s)

1. LUBRICATING SYSTEM, OIL FILTER/SCREEN - LOOSE
 2. MAINTENANCE, ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL
 3. FLUID, OIL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1232	7/17/88	DANA POINT, CA	A/C Reg. No. N6226G	Time (Lcl) - 1630 PDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-AERIAL OBSERVATION	DESTROYED	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	Minor 1
Accident Occurred During	-CRUISE	NONE	Pass 0	None 0
-----Aircraft Information-----				
Make/Model	- CESSNA 150K	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 100 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	AVALON, CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LONG BEACH, CA		
Wind Dir/Speed	- 210/008 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 50.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface	- WATER
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- WATER - CHOPPY
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 350	Last 24 Hrs -	1
SE LAND	Months Since - 23	Make/Model - 150	Last 30 Days -	50
	Aircraft Type - C-150	Instrument - 28	Last 90 Days -	150
Instrument Rating(s) - NONE				
-----Narrative-----				
DURING A FISH SPOTTING OPERATION OVER THE OCEAN, THE ENGINE BEGAN TO RUN ROUGH AND VIBRATE. THE ENGINE QUIT COMPLETELY SHORTLY THEREAFTER AND THE AIRPLANE WAS DITCHED IN THE OCEAN. THE AIRPLANE WAS NOT RECOVERED. THE PLT STATED THAT THE ENG LOST POWER THEN SEIZED. THE STARTER WOULD ENGAGE BUT WOULD NOT ROTATE THE ENGINE. THE DEPTH OF THE WATER AT THE ACCIDENT SITE WAS APPROX 3600 FT.				

Brief of Accident (Continued)

File No. - 1232

7/17/88

DANA POINT, CA

A/C Reg. No. N6226G

Time (Lc1) - 1630 PDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - WATER

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1231	7/21/88	CHICO, CA	A/C Reg. No. N6441P	Time (Lcl) - 1440 PDT
-----------------	---------	-----------	---------------------	-----------------------

----Basic Information----

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

----Aircraft Information----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 250 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	REDBLUFF, CA
Completeness	- N/A	Destination
Basic Weather	- VMC	CHICO, CA
Wind Dir/Speed	- 150/008 KTS	ATC/Airspace
Visibility	- 15.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- TRAFFIC PATTERN

----Personnel Information----

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 14000
SE LAND, ME LAND	Months Since - 19	Make/Model - 3000
	Aircraft Type - PA-34	Instrument - UNK/NR
		Multi-Eng - 500
		Last 24 Hrs - 1
		Last 30 Days - 15
		Last 90 Days - 54
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

DURING A CROSS COUNTRY FLIGHT, THE PILOT NOTED A LOSS OF OIL PRESSURE. SHORTLY AFTER, THE PILOT HEARD A LOUD BANG AND THE ENGINE LOST POWER. A FORCED LANDING WAS MADE SHORT OF THE AIRPORT WHERE THE AIRPLANE COLLIDED WITH THE TERRAIN DURING THE LANDING ROLL. INSPECTION OF THE ENGINE REVEALED THAT THE OIL COOLER HOSE BROKE.

Brief of Accident (Continued)

File No. - 1231

7/21/88

CHICO, CA

A/C Reg. No. N6441P

Time (Lcl) - 1440 PDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL HOSE - FAILURE,TOTAL
 2. FLUID,OIL - NO PRESSURE
 3. FLUID,OIL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1230 7/22/88 REDLANDS, CA A/C Reg. No. N9850J Time (Lcl) - 0830 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

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

Eng Make/Model - LYCOMING O-320-H2AD

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/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 - 10.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

REDLANDS

Runway Ident - 26

Runway Lth/Wid - 4500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 33

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 23

Make/Model- 18

Instrument- 1

Last 24 Hrs - 1

Last 30 Days- 15

Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF GROUND RUN ON A SOLO INSTRUCTIONAL FLIGHT, THE STUDENT PILOT LOST CONTROL OF THE AIRPLANE. THE AIRPLANE VEERED TO THE LEFT. THE PILOT APPLIED RIGHT RUDDER, HOWEVER, THE AIRPLANE CONTINUED TO THE LEFT, EXITED THE RUNWAY AND COLLIDED WITH THE TERRAIN. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1230

7/22/88

REDLANDS,CA

A/C Reg. No. N9850J

Time (Lcl) - 0830 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 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

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. - 1222 8/06/88 CORONA, CA A/C Reg. No. N7297G Time (Lcl) - 2115 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 -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

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

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

Eng Make/Model - CONTINENTAL O-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 - VRS
Method - TELEPHONE
Completeness - UNK/NR
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 - NIGHT(DARK)

Itinerary

Last Departure Point
PARKER, AZ
Destination
CHINO, 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 - 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 - 1
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 388
Make/Model- 151
Instrument- 11
Last 24 Hrs - 2
Last 30 Days- 9
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT, THE ENGINE SUDDENLY LOST POWER. THE PILOT INITIATED A FORCED LANDING ON A RESIDENTIAL STREET WHERE, DURING THE LANDING ROLL, THE AIRPLANE COLLIDED WITH A PARKED VEHICLE. INSPECTION OF THE AIRPLANE REVEALED THAT THERE WAS APPROXIMATELY 1 GALLON OF FUEL REMAINING IN THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 1222

8/06/88

CORONA, CA

A/C Reg. No. N7297G

Time (Lcl) - 2115 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

5. OBJECT - VEHICLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1221

8/07/88

NEEDLES, CA

A/C Reg. No. N7355M

Time (Lcl) - 1500 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 - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

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

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

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 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- 180/008 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
BULLHEAD CITY, AZ
Destination
HEMET, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-175

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

Total - 89	Last 24 Hrs - 7
Make/Model- 89	Last 30 Days- 19
Instrument- UNK/NR	Last 90 Days- 29
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE AT CRUISE FLIGHT, THE PILOT NOTICED THAT THE OIL PRESSURE WAS LOW AND SHUTDOWN THE ENGINE. DURING THE EMERGENCY LANDING, THE PROP FREEWHEELED, VIBRATED SEVERELY, AND SMOKE FILLED THE COCKPIT. THE ACFT LANDED ON A PIPELINE RIGHT OF WAY CAUSING SUBSTANTIAL DAMAGE TO THE NOSE GEAR AND FIREWALL. DURING THE INSPECTION OF THE ENGINE AFTER THE ACCIDENT, IT WAS NOTED THAT THE NUMBER 4 CONNECTING ROD HAD BROKEN. OIL HAD ESCAPED THROUGH A HOLE IN THE CASE AND LEAKED ONTO THE EXHAUST SYSTEM.

Brief of Accident (Continued)

File No. - 1221

8/07/88

NEEDLES, CA

A/C Reg. No. N7355M

Time (Lcl) - 1500 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. FUSELAGE, CREW COMPARTMENT - SMOKE

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 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. - 1386	8/13/88	LAKE ARROWHEAD, CA	A/C Reg. No. N4788F	Time (Lcl) - 1900 PDT
-----------------	---------	--------------------	---------------------	-----------------------

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL				
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 105	NONE	Pass	0	0	1
Accident Occurred During -TAKEOFF			0	1	2
					None
					0

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2307	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 160 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 - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 09
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 75
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		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 567
SE LAND, ME LAND	Months Since - 5	Make/Model- 107
	Aircraft Type - PA-34	Instrument- 67
		Multi-Eng - 69
		Last 24 Hrs - 2
		Last 30 Days- 22
		Last 90 Days- 84

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL PARACHUTE JUMP FLIGHT, THE AIRPLANE WAS UNABLE TO GAIN ENOUGH ALTITUDE TO CLEAR RISING TERRAIN. THE AIRPLANE COLLIDED WITH A TREE AND EVENTUALLY THE TERRAIN. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS. THE ACFT HANDBOOK LISTS 2307 LBS AS MAX GTO WT. THE ACC ACFT WEIGHED 2280 LBS. THE CG WAS IN THE REAR THIRD OF THE ENVELOPE AT APRX 103.35. THE DA WAS APRX 6200 FT.

Brief of Accident (Continued)

File No. - 1386

8/13/88

LAKE ARROWHEAD, CA

A/C Reg. No. N4788F

Time (Lcl) - 1900 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. OBJECT - TREE(S)
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

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

Finding(s)

4. TERRAIN CONDITION - RISING
-

-----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. - 1220	9/19/88	YOSEMITE,CA	A/C Reg. No. N9077N	Time (Lcl) - 1130 PDT
-----------------	---------	-------------	---------------------	-----------------------

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

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

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

Make/Model - ROBINSON R22-HP	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MADERA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MENDOTA RANCH,CA	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/040 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 956
SE LAND	Months Since - 24	Make/Model- 381
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- 20
		Last 90 Days- 45
		Rotorcraft - 381

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS FLYING IN HIGH TERRAIN AT 10,000 FT MSL WHEN HE NOTICED HIS AIRSPEED HAD DROPPED TO 0. HE STATED THAT HE HAD ENCOUNTERED A STRONG TAILWIND AND HE LOST CONTROL OF THE HELICOPTER. THE HELICOPTER COLLIDED WITH THE TERRAIN IN AN UNCONTROLLED DESCENT. THE PILOT REPORTED AFTER THE ACCIDENT THAT HE HAD SIMPLY GOTTEN THE HELICOPTER INTO A SITUATION THAT HE COULD NOT RECOVER FROM. THERE WERE NO MECHANICAL DIFFICULTIES REPORTED PRIOR TO THE ACCIDENT. THE PILOT INDICATED THE WINDS WERE GUSTING TO 50 KTS.

Brief of Accident (Continued)

File No. - 1220

9/19/88

YOSEMITE,CA

A/C Reg. No. N9077N

Time (Lcl) - 1130 PDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE - EXCEEDED
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1223 10/19/88 PETALUMA, CA A/C Reg. No. N6184H Time (Lcl) - 1105 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 - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIp
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PETALUMA
Wind Dir/Speed- 160/007 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 45
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 45
		Last 30 Days- 9
		Instrument- 1
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TELEPHONE INTERVIEW, THE PILOT STATED THAT SHE WAS ATTEMPTING A TOUCH AND GO LANDING WHEN THE AIRPLANE LANDED HARD ON ITS NOSEWHEEL. SHE LOST DIRECTIONAL CONTROL AND THE AIRPLANE COLLIDED WITH A HANGAR. THERE WERE NO PROBLEMS WITH THE NOSEWHEEL STEERING MECHANISM DURING FOUR TOUCH AND GO LANDINGS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1223

10/19/88

PETALUMA, CA

A/C Reg. No. N6184H

Time (LC1) - 1105 PDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -

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

Finding(s)

3. OBJECT - BUILDING(NONRESIDENTIAL)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1224 7/16/88 BOULDER, CO A/C Reg. No. N2815A Time (Lcl) - 1906 MDT

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-J11	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ASPEN, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOULDER, CO	BOULDER MUNICIPAL
Wind Dir/Speed- 180/017 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 70
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7017
SE LAND, ME LAND, SE SEA	Months Sin - 8	Last 24 Hrs - 2
	Aircraft Type - B-727	Make/Model- 4500
		Last 30 Days- 3
		Instrument- 173
		Last 90 Days- 6
		Multi-Eng - 1755

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS RETURNING TO BOULDER AFTER MAKING A FLT TO ASPEN. HE SAID HE STARTED THE MORNING FLT WITH 2/3 FUEL LOAD (ABOUT 40 GALLONS) BUT DIDN'T KNOW HOW MUCH FLT TIME HE ACCUMULATED DURING THE DAY. DURING HIS VFR APPROACH TO THE BOULDER AIRPORT HE HAD A LOSS OF ENGINE POWER. HE NOTICED THE LEFT FUEL TANK INDICATED EMPTY, AND SWITCHED FUEL TANKS, BUT THE ENGINE QUIT. HE STATED THAT HE WAS UNABLE TO RESTART THE ENGINE AND WAS FORCED TO PUT THE ACFT DOWN IN AN OPEN FIELD WHERE IT RAN INTO A DITCH. EXAMINATION REVEALED THAT THE RIGHT FUEL TANK HAD FUEL IN IT AND THE LEFT TANK WAS EMPTY.

Brief of Accident (Continued)

File No. - 1224

7/16/88

BOULDER, CO

A/C Reg. No. N2815A

Time (Lc1) - 1906 MDT

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

Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

1. FLUID, FUEL - STARVATION

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

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD

4. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1264 8/18/88 BROOMFIELD, CO A/C Reg. No. N53049 Time (Lcl) - 1600 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	Pass	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA 177RG	Eng Make/Model	- LYCOMING IO-360-A1B6D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data		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	JEFFCO
Wind Dir/Speed	- 090/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 11L
Lowest Sky/Clouds	- 15000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 7498/ 100
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT	- TRAFFIC PATTERN	Runway Status
			- DRY

-----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
SE LAND	Months Since	- 4	- 399
	Aircraft Type	- C-172	Make/Model
			- 59
			Instrument
			- 84
			Multi-Eng
			- 1
			Last 24 Hrs
			- 0
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT WAS PRACTICING SHORT FIELD LANDINGS FROM THE RIGHT SEAT ON 7498 X 100 FT ASPHALT RWY. THE PLT SAID HE ENCOUNTERED A THERMAL AT 10 FT AGL AND STALLED THE AIRPLANE. HE REPORTED THAT THE ACFT HIT HARDER THAN HE EXPECTED AND BOUNCED TWICE. HE STATED THAT HE ADDED THROTTLE AND MADE A GO-AROUND. HE LANDED SAFELY AND HE AND THE FBO VISUALLY INSPECTED THE ACFT, FINDING NO DAMAGE. LATER DURING ROUTINE MAINTENANCE, A MECHANIC FOUND SUBSTANTIAL DAMAGE TO THE FIREWALL AND NOTIFIED THE FAA.

Brief of Accident (Continued)

File No. - 1264

8/18/88

BROOMFIELD, CO

A/C Reg. No. N53049

Time (Lcl) - 1600 MDT

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

Finding(s)

1. WEATHER CONDITION - THERMAL LIFT
2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1253 8/19/88 LEADVILLE, CO A/C Reg. No. N93538 Time (Lcl) - 1615 MDT

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

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

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

Make/Model	- CESSNA 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	- 1675	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP
Method	- N/A	
Completeness	- N/A	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 330/005 KTS	- N/A
Visibility	- 50.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- UNK/NR	- N/A
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- GRASS/TURF
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- DRY
		HIGH VEGETATION

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

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 179	Last 24 Hrs - 6
	Months Since - N/A	Make/Model- UNK/NR	Last 30 Days- 41
	Aircraft Type - N/A	Instrument- 35	Last 90 Days- 129

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS LOST DURING A SOLO CROSS COUNTRY INSTRUCTIONAL FLIGHT. AFTER LANDING AND REFUELING AT LEADVILLE, COLORADO, HE ATTEMPTED TO FLY THROUGH A MOUNTAIN PASS TOWARDS HIS DESTINATION. HE CLIMBED THE ACFT TO 12,000 AND TRIED TO CONTINUE THE CLIMB. THE ENGINE BEGAN TO RUN ROUGH AND THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING BESIDE A DIRT ROAD. THE PLT SAID HE STALLED THE ACFT ABOUT 5 FT AGL TO REDUCE THE SPEED. THE ACFT TOUCHED DOWN IN HIGH VEGETATION AND NOSED OVER. THE FUSELAGE WAS BROKEN AFT OF THE CABIN. A POST ACCIDENT INSPECTION OF THE ENGINE BY AN NTSB INVESTIGATOR FAILED TO REVEAL ANY EVIDENCE OF PRE-ACCIDENT FAILURE OR DEFICIENCY. THE ELEVATION OF THE CRASH SITE WAS 11,000 FT MSL.

Brief of Accident (Continued)

File No. - 1253

8/19/88

LEADVILLE, CO

A/C Reg. No. N93538

Time (Lcl) - 1615 MDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - RISING
5. STALL - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 NOSE OVER
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) 1,2,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1383 9/03/88 PEYTON, CO A/C Reg. No. N6737F Time (Lcl) - 1215 MDT

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- MILITARY	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	SAME AS ACC/INC	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	LOCAL	FALCON-MEADOW LAKE
Wind Dir/Speed	- 330/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 33
Lowest Sky/Clouds	- 10000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 4150/ 35
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT	- FORCED LANDING	Runway Status
			- DRY

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI,MILITARY	Current - YES	Total	- 2658
SE LAND,ME LAND,SE SEA	Months Since - 5	Make/Model	- 54
	Aircraft Type - T-41	Instrument	- 316
		Multi-Eng	- 1197
		Last 24 Hrs	- 2
		Last 30 Days	- 32
		Last 90 Days	- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ATP RATED PLT AND HIS SON TOOK OFF ON RNWY 33, AN UPHILL, 4,150 X 35 FOOT ASPHALT RNWY, WITH WINDS FROM 330 DEG AT 15. THE PLT SAID HE EXPERIENCED A PARTIAL POWER LOSS AND A DECREASE IN AIRSPEED DURING INITIAL CLIMB. HE LEVELED THE AIRPLANE AND CLEARED POWER LINES IN THE FLIGHT PATH. HE NOTED THAT ENGINE PERFORMANCE AND AIRSPEED CONTINUED TO DECAY. HE STARTED A DESCENT AND A RIGHT TURN TO SEEK LOWER TERRAIN, THEN INCREASED THE TURN TO SELECT A BETTER LANDING SITE. THE RIGHT WING AND MAIN GEAR STRUCK THE GROUND AND THE ACFT CARTWHEELED. A WITNESS AT THE CRASH SITE SHUT OFF THE MASTER SWITCH, MAGNETOS, AND THE FUEL VALVE. HE STATED THAT THE MIXTURE CONTROL WAS IN THE FULL RICH POSITION. OTHER WITNESSES SAID THE ENGINE EXHAUST WAS TRAILING BLACK SMOKE. A POST ACCIDENT INSPECTION BY AN FAA INVESTIGATOR REVEALED EVIDENCE OF SPARK PLUG FOULING TYPICAL OF AN OVER-RICH MIXTURE. THE FAA INVESTIGATOR SAID THE FBO SHOWED THAT TWO OTHER PLTS HAD FLOWN THIS ACFT THAT DAY AND NO DEFICIENCIES WERE NOTED.

Brief of Accident (Continued)

File No. - 1383

9/03/88

PEYTON, CO

A/C Reg. No. N6737F

Time (Lcl) - 1215 MDT

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

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - FOULED
2. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1293 10/15/88 GARFIELD, CO A/C Reg. No. N31135 Time (Lcl) - 1450 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CLIMB

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6815
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-550-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
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
WICHITA, KS
Destination
OAKLAND, CA

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, ATP, CFI
SE LAND, ME LAND

Age - 38

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - BE-200T

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8819	Last 24 Hrs	- 3
Make/Model	- 354	Last 30 Days	- 4
Instrument	- 1039	Last 90 Days	- 147
Multi-Eng	- 6556	Rotorcraft	- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N31135 WAS BEING FERRIED TO JAPAN FROM WICHITA WITH AN ENROUTE STOP IN OAKLAND, CA. THE ACFT WAS EQUIPPED WITH CABIN MOUNTED FERRY TANKS. THE PLT STATED THAT HE SWITCHED FROM THE ACFT FUEL TANKS TO THE FERRY TANK AND ABOUT 20 MINUTES LATER THE RIGHT ENG QUIT. THE PLT DESCRIBED THE ENG FAILURE AS IF "SELECTING IDLE CUTOFF ON THE MIXTURE LEVER." THE PLT HAD NOT YET PERFORMED THE ENG OUT PROCEDURES AFTER SWITCHING FUEL TANKS WITH UNSUCCESSFUL RESULTS, WHEN THE RT ENG "SUDDENLY CONTINUED TO RUN AGAIN NORMALLY." THE PILOT STATED THAT HE WAS PASSING THROUGH 13,000 FT MSL IN A CLIMB WHEN THE ENG QUIT. HE SAID HE LOST A FEW THOUSAND FT DURING THE ENG OUT. THE AIRCRAFT CRASHED IN MONARCH PASS AT 11,300 FT WITH BOTH ENGINES OPERATING. POST CRASH EXAM DID NOT REVEAL ANY MALFUNCTIONS. THE PLT HAD FLOWN OVER TWO AIRPORTS DURING THE ENG OUT. THE TERRAIN ELEVATION OF THE AREA TO THE EAST OF THE ACC SITE WAS HALF THAT OF THE PASS. THE ACFT WAS BEING OPERATED AT A GROSS WEIGHT THAT WAS ABOUT 1,000 LBS OVER THE NORMAL MAX GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 1293

10/15/88

GARFIELD, CO

A/C Reg. No. N31135

Time (Lcl) - 1450 MDT

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

Finding(s)

1. 1 ENGINE - FAILURE, TOTAL
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
 5. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1282 10/17/88 BRUSH, CO A/C Reg. No. N184V Time (Lcl) - 1421 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

1

Accident Occurred During -TAXI

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

Make/Model - CESSNA U206

Eng Make/Model - CONTINENTAL IO-520-C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3600

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 285 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/016 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

BOULDER, CO

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

BRUSH MUNICIPAL

Runway Ident - 07

Runway Lth/Wid - 5300/ 60

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 447

Make/Model- 104

Instrument- 12

Last 24 Hrs - 1

Last 30 Days- 35

Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING LANDING AT AN UNATTENDED AIRPORT, WHILE BACK-TAXIING, THE ENG FAILED. DURING RESTART THE PLT HEARD A LOUD "POP" FROM THE ENG COMPARTMENT FOLLOWED BY WHITE SMOKE AND FLAME. THE PLT AND PAX EXITED THE ACFT AND THE PLT WENT TO A NEARBY PHONE TO CALL THE FIRE DEPARTMENT. A HAND-HELD FIRE EXTINGUISHER WAS LOCATED IN THE BAGGAGE COMPARTMENT AND WAS NOT USED BY EITHER OCCUPANT. A REVIEW OF MAINT RECORDS INDICATED THAT A FACTORY OVERHAULED ENGINE HAD BEEN INSTALLED 60 FLT HRS PRIOR TO THE ACCIDENT AND THAT THE ACFT HAD BEEN IN POOR MECHANICAL CONDITION WHEN THE ANNUAL WAS CONDUCTED FIVE MONTHS PRIOR TO THE ACCIDENT. INSPECTION OF THE WRECKAGE REVEALED THAT IGNITION FIRST OCCURRED NEAR THE BOTTOM OF THE FIREWALL BUT THE EXACT SOURCE OF THE FIRE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1282

10/17/88

BRUSH, CO

A/C Reg. No. N184V

Time (Lcl) - 1421 MDT

Occurrence #1 FIRE
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. FUSELAGE, FIREWALL - FIRE

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1330 12/24/88 LAMAR, CO A/C Reg. No. N757MU Time (Lcl) - 1015 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - CESSNA TR182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROCK SPRINGS, WY

Destination

BORGER, TX

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

LAMAR MUNICIPAL

Runway Ident - 36

Runway Lth/Wid - 6304/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 991

Make/Model- 310

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- 9

Last 90 Days- 18

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING A VFR APPROACH FOR LANDING. THE LANDING GEAR WAS LOWERED AND FULL FLAPS WERE DEPLOYED. THE PILOT SAID HE ALLOWED THE AIRSPEED TO GET TOO LOW AND THE AIRCRAFT STALLED. THE NOSE AND LEFT WING DROPPED AND THE PILOT ADDED FULL POWER. THE NOSE ROSE SLIGHTLY BEFORE THE AIRCRAFT IMPACTED THE GROUND. THE PILOT COULD NOT RECALL HIS APPROACH SPEED. ADDITIONALLY, HE COULD NOT GIVE THE AIRCRAFT'S WINGS-LEVEL, FULL-FLAP STALL SPEED.

Brief of Accident (Continued)

File No. - 1330

12/24/88

LAMAR, CO

A/C Reg. No. N757MU

Time (Lcl) - 1015 MST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. LACK OF FAMILIARITY WITH 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) 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. - 1388	1/31/88	MERIDEN,CT	A/C Reg. No. N1077D	Time (Lcl) - 1430 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-LANDING			0
-----Aircraft Information-----				
Make/Model	- CESSNA 195	Eng Make/Model	- JACOBS R-755-9	ELT Installed/Activated - YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - UNK/NR
Max Gross Wt	- 3150	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 5	Rated Power	- 245 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	MERIDEN/MARKHAM	
Wind Dir/Speed	- 210/010 KTS	ATC/Airspace	Runway Ident - 18	
Visibility	- 25.0 SM	Type of Flight Plan	Runway Lth/Wid - 3058/ 75	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 67	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL,CFI	Current - YES	Total - 9950	Last 24 Hrs - 7	
SE LAND,ME LAND	Months Since - 7	Make/Model- 22	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 1500	Last 90 Days- 50	
		Multi-Eng - 2700		
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
AFTER PERFORMING SEVERAL TOUCH AND GO LANDINGS, THE STUDENT PILOT MADE A LANDING RIGHT OF THE CENTER LINE. THE AIRCRAFT DRIFTED TO THE RIGHT, STRUCK A SNOWBANK, SHEARED OFF THE LEFT MAIN LANDING GEAR, THEN GROUNDLOOPEd. THE AIRCRAFT CAME TO REST ON THE GRASS TO THE RIGHT OF THE RUNWAY.				

Brief of Accident (Continued)

File No. - 1388

1/31/88

MERIDEN,CT

A/C Reg. No. N1077D

Time (Lcl) - 1430 EDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1371 2/16/88 BRIDGEPORT, CT A/C Reg. No. N26834 Time (Lcl) - 1151 EST

-----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

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

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SIKARSKY
Runway Ident - 29
Runway Lth/Wid - 4761/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 49

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1271	Last 24 Hrs	-	0
Make/Model	-	80	Last 30 Days	-	UNK/NR
Instrument	-	8	Last 90 Days	-	31
Multi-Eng	-	3	Rotorcraft	-	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TOUCH AND GO LANDING, THE AIRCRAFT TOUCHED DOWN ON THE MAIN GEAR JUST PAST THE NUMBERS. FULL RIGHT AILERON AND LEFT RUDDER WAS USED FOR DIRECTIONAL CONTROL. DURING ROLLOUT, THE RIGHT WING CAME UP AND THE LEFT WING MADE CONTACT WITH THE RUNWAY SURFACE. THE PILOT ADDED FULL POWER FOR GO AROUND. AFTER LIFTOFF AND A LEFT BANK, THE AIRCRAFT BEGAN DESCENDING AND IMPACTED THE GROUND AT A 45 DEGREE ANGLE.

Brief of Accident (Continued)

File No. - 1371

2/16/88

BRIDGEPORT, CT

A/C Reg. No. N26834

Time (Lcl) - 1151 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER - PILOT IN COMMAND

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation GO-AROUND (VFR)

Finding(s)

4. CLIMB - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1294	2/16/88	DUNEDIN, FL	A/C Reg. No. N444MB	Time (Lcl) - 1928 EST
-----------------	---------	-------------	---------------------	-----------------------

----Basic Information----

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

----Aircraft Information----

Make/Model - BEECH 58P	Eng Make/Model - CONTINENTAL TS10-520-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	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	CLEARWATER, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ST. PETERSBURG CLEARWATER
Wind Dir/Speed- 290/006 KTS	ATC/Airspace	Runway Ident - 17L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7990/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

----Personnel Information----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1010
SE LAND, ME LAND	Months Since - 24	Last 24 Hrs - 1
	Aircraft Type - BE-58P	Last 30 Days - 20
		Last 90 Days - 88
		Make/Model - 817
		Instrument - 126
		Multi-Eng - 817

Instrument Rating(s) - AIRPLANE

----Narrative----

FLT WAS BEING VECTORED FOR PRACTICE ILS APPROACH IN VFR CONDITIONS WHILE THE PLT-IN-COMMAND WAS RECEIVING A BIENNIAL FLT REVIEW. RADAR DATA SHOWED THE ACFT CONSTANTLY VEERING TO THE LEFT OFF ASSIGNED HEADING AND WITNESSES REPORTED ONLY HEARING ONE ENGINE RUNNING. THE ACFT'S SPEED SLOWED TO APPROXIMATELY 87 KNOTS AS SEEN ON RADAR AS THE ACFT WAS IN A LEFT BANK. THE ACFT'S RIGHT WING DROPPED AND THE ACFT ROLLED UPSIDE DOWN TO THE RIGHT AND ENTERED A SPIN CRASHING INTO THE YARD OF A HOUSE. WITNESSES HEARD THE ENGINES GO TO FULL POWER AS THE ACFT ENTERED A SPIN.

Brief of Accident (Continued)

File No. - 1294

2/16/88

DUNEDIN, FL

A/C Reg. No. N444MB

Time (Lcl) - 1928 EST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - CHECK PILOT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

2. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. SUPERVISION - INADEQUATE - CHECK PILOT

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1238	7/05/88	CLEARWATER, FL	A/C Reg. No. N399AC	Time (Lcl) - 0605 EDT
<hr/>				
----Basic Information----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-PERSONAL	DESTROYED	Fatal	1
Flight Conducted Under	-14 CFR 91	Fire	Crew	0
Accident Occurred During	-TAKEOFF	ON GROUND	Pass	0
			Other	0
			Serious	0
			Minor	0
			None	0
				1
				0
<hr/>				
----Aircraft Information----				
Make/Model	- BELLANCA 17-30A	Eng Make/Model	- CONTINENTAL IO-520K	ELT Installed/Activated - UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 3325	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 4	Rated Power	- 300 HP	
<hr/>				
----Environment/Operations Information----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	CLEARWATER, FL		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	ATLANTA, GA	CLEARWATER EXECUTIVE	
Wind Dir/Speed	- 050/010 KTS	ATC/Airspace	Runway Ident - 33	
Visibility	- 7.0 SM	Type of Flight Plan	Runway Lth/Wid - 3000/ 75	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
----Personnel Information----				
Pilot-In-Command	Age - 72	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - UNK/NR	Total - 1800	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 50	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
----Narrative----				
THE PRIVATE PILOT EXPERIENCED A ROUGH RUNNING ENGINE ON TAKEOFF ROLL AND CONTINUED THE TAKEOFF. AFTER LIFTOFF THE ENGINE FAILED AND HE CRASHED INTO A RESIDENCE. THE ENGINE FUEL CONTROL AND FUEL DIVIDER BLOCK WERE FOUND TO HAVE WATER, RUST AND SAND IN THEM. THE PILOT HAD BEEN TOLD TO HAVE THE FUEL CONTROL AND INJECTION SYSTEM REBUILT 6 DAYS EARLIER WHEN WATER AND SAND WERE FOUND IN THE AIRCRAFT FUEL TANKS AND WAS FLUSHED OUT BY A MECHANIC. AT THAT TIME THE PILOT STATED THAT IF IT CAUSED HIM ANY FUTURE PROBLEMS HE WOULD HAVE THE WORK DONE.				

Brief of Accident (Continued)

File No. - 1238

7/05/88

CLEARWATER, FL

A/C Reg. No. N399AC

Time (Lcl) - 0605 EDT

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

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, SCREEN - CONTAMINATION
2. FUEL SYSTEM, FUEL FLOW DIVIDER/DISTRIBUTOR - WATER
3. FUEL SYSTEM, FUEL CONTROL - CORRODED
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
5. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. OBJECT - RESIDENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1304 7/16/88 FORT WALTON BCH, FL A/C Reg. No. N5358G Time (Lcl) - 1715 CDT

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

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

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

Make/Model	- EVANS MAXAIR MU503	Eng Make/Model	- ROTAX 532	ELT Installed/Activated	- NO -N/A
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/018 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 500 FT SCATTERED</p> <p>Lowest Ceiling - 2300 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>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>FULL STOP</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - WATER</p> <p>Runway Status - WATER-CALM</p>
---	---	--

-----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 - 2000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A PERSONAL FLT WITH REPORTED THUNDERSTORMS IN THE VICINITY, THE PLT LOST CONTROL OF THE HOMEBUILT ACFT WHILE ON FINAL APRCH TO LAND. THE ACFT DESCENDED & COLLIDED WITH TERRAIN.

Brief of Accident (Continued)

File No. - 1304

7/16/88

FORT WALTON BCH, FL

A/C Reg. No. N5358G

Time (Lcl) - 1715 CDT

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

Finding(s)

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1302 7/16/88 PAXTON, FL A/C Reg. No. N3603X Time (Lcl) - 1745 CDT

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

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

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

Make/Model - ROCKWELL 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	ON AIRPORT
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TAMPA, FL	ELLIS STRIP
Wind Dir/Speed- 280/010 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 50
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWERS		
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 - 500	Last 24 Hrs - 3
SE LAND	Months Since - 21	Make/Model- 3	Last 30 Days- UNK/NR
	Aircraft Type - C-172	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT'S LICENSE WAS SUSPENDED AT TIME OF ACCIDENT AND HIS MEDICAL CERTIFICATE WAS EXPIRED. PLT FAILED TO GET WEATHER BRIEFING PRIOR TO DEPARTURE. PLT CONTINUED FLT INTO DETERIORATING WEATHER CONDITIONS AND WHILE ATTEMPTING TO LAND AT A PRIVATE AIRPORT DUE TO WEATHER THE PLT COLLIDED WITH UNMARKED POWERLINES LOCATED IN THE APPROACH PATH TO THE RUNWAY.

Brief of Accident (Continued)

File No. - 1302

7/16/88

PAXTON, FL

A/C Reg. No. N3603X

Time (Lcl) - 1745 CDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
6. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
7. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
8. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

9. OBJECT - WIRE, TRANSMISSION
10. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
11. PLANNED APPROACH - IMPROPER - 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) 6,7,10,11

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1303 7/18/88 ST. PETERSBURG, FL A/C Reg. No. N11RJ Time (Lcl) - 1344 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 NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	6

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

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-360EB
Number Engines - 2
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 010/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
WEST PALM BEACH, FL

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/wid - N/A
Runway Surface - WATER
Runway Status - WATER - CHOPPY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 27

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1690	Last 24 Hrs	- 2
Make/Model-	20	Last 30 Days-	64
Instrument-	89	Last 90 Days-	239
Multi-Eng -	35	Rotorcraft -	360

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE 27 YR OLD PLT PURCHASED THE ACFT ABOUT 2 WEEKS BEFORE THE ACCIDENT & HAD RECEIVED HIS MULTI-ENG RATING ABOUT 3 WEEKS BEFORE. HIS TOTAL MULTI ENG TIME WAS ABOUT 35 HRS. NEARING HIS DESTINATION, 1 ENG QUIT. A FEW MOMENTS LATER, THE OTHER QUIT & THE PLT DITCHED THE ACFT IN TAMPA BAY. THE PLT STATED THAT HE HAD ABOUT 110 TO 115 GALS OF FUEL WHEN HE LEFT THE TAMPA AREA FOR A FLT TO THE BAHAMAS ISLANDS. HE DID NOT PURCHASE ANY OTHER FUEL DURING THE ROUND TRIP & HE DID SOME MANEUVERING TO AVOID ENROUTE WX. AFTER THE ACFT WAS RAISED FROM THE WATER, ONLY RESIDUAL FUEL WAS FOUND IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1303

7/18/88

ST. PETERSBURG, FL

A/C Reg. No. N11RJ

Time (Lcl) - 1344 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
6. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
7. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1354 7/23/88 PLYMOUTH, FL A/C Reg. No. N12840 Time (Lcl) - 1415 EDT

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

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

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

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity 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	ORLANDO COUNTY
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 30
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	FULL STOP	
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 740
SE LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - C-172M	Make/Model- 500
		Last 30 Days- 14
		Instrument- 51
		Last 90 Days- 38
		Multi-Eng - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A NORMAL LNDG, DURING THE LNDG ROLL AT APRX 50-55 MPH, THE ACFT ROLLED THROUGH A 1-2" DEEP PUDDLE OF WATER. THE ACFT SLOWED & AT APRX 35 MPH, THE RT MAIN LNDG GEAR SLOWLY BEGAN ROTATING AFT. THE ACFT CAME TO REST SUPPORTED BY THE RT HORIZONTAL STABILIZER & THE NOSE & LEFT MAIN LNDG GEAR. EXAMINATION OF THE FAILED GEAR REVEALED THE ATTACH BOLT FOR THE GEAR SPRING ASSY FAILED, ALLOWING THE GEAR TO ROTATE AFT. EXAMINATION OF THE BOLT REVEALED IT FAILED DUE TO EXCESS SHEAR LOADS PLACED ON IT DURING TORSIONAL LOADING OF THE UPPER END OF THE LNDG GEAR TUBE. THE BOLT ALSO SHOWED EVIDENCE OF FRETTING. HARDNESS TESTS PERFORMED REVEALED THE BOLT WAS WITHIN SPECIFICATIONS.

Brief of Accident (Continued)

File No. - 1354

7/23/88

PLYMOUTH, FL

A/C Reg. No. N12840

Time (Lcl) - 1415 EDT

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

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - SHEARED
2. LANDING GEAR, MAIN GEAR ATTACHMENT - PREVIOUS DAMAGE
3. LANDING GEAR, MAIN GEAR ATTACHMENT - LOOSE

----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. - 1360 7/30/88 AVON PARK, FL A/C Reg. No. N3464P Time (Lcl) - 1125 EDT

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

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

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

Make/Model - PIPER PA-23-160	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FORT LAUDERDALE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	AVON PARK
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE	SIMULATED FORCED LANDING	
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)
ATP,CFI	Current - UNK/NR	Total - 21560
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model- UNK/NR
GLIDER	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 CFI RADIOED THAT HE WOULD BE CONDUCTING A SIMULATED ENGINE-OUT APRCH. 2 PLT WITNESSES, 1 OF WHOM WAS A CFI, STATED THAT ACFT WAS SEEN ON FINAL APRCH AT ABOUT 200 FT WITH THE LEFT PROP FEATHERED & THE GEAR & FLAPS DOWN. THEY STATED THAT ALTHOUGH THE ACFT WAS IN A PROPER POSITION TO SAFELY LAND, A SINGLE ENGINE GO-AROUND WAS ATTEMPTED. FULL POWER WAS APPLIED WHICH RESPONDED NORMALLY, BUT THE GEAR & FLAPS REMAINED EXTENDED FOR THE REMAINDER OF THE FLT. RWY HDG WAS MAINTAINED BUT THE ACFT BEGAN SINKING & LOSING AIRSPEED. APPROX 1/4 MI FROM THE DEPARTURE END OF THE RWY & ABOUT 150 FT AGL, THE NOSE ROSE & THE ACFT ROLLED LEFT & ENTERED A SPIN OF ABOUT 1/2 TURN WITH THE NOSE DOWN ABOUT 60 DEGREES. AN ABRUPT POWER REDUCTION WAS HEARD & THE SPIN STOPPED, BUT THE ACFT STRUCK THE GROUND BEFORE RECOVERY COULD BE EFFECTED. AN EXAM OF THE ACFT & ENGS REVEALED NO EVIDENCE OF ANY PRE-IMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1360

7/30/88

AVON PARK, FL

A/C Reg. No. N3464P

Time (Lcl) - 1125 EDT

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

Finding(s)

1. 1 ENGINE - INOPERATIVE
2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND(CFI)
4. GO-AROUND - IMPROPER - DUAL STUDENT
5. AIRSPEED(VYSE) - NOT MAINTAINED - DUAL STUDENT
6. PLANNING-DECISION - POOR - PILOT IN COMMAND(CFI)
7. RAISING OF FLAPS - NOT PERFORMED - DUAL STUDENT
8. GEAR RETRACTION - NOT PERFORMED - DUAL STUDENT
9. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

10. OBJECT - POLE
11. OBJECT - VEHICLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,9

Factor(s) relating to this accident is/are finding(s) 7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1204 5/02/88 ATLANTA,GA A/C Reg. No. N2025W Time (Lcl) - 1610 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-JAMES FLYING SERVICE	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-TAKEOFF			0	0	0	2

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

Make/Model	- BEECH 55	Eng Make/Model	- CONTINENTAL IO-520-C7	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NWS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	ATLANTA,GA			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	HOT SPRINGS,AR		HARTSFIELD	
Wind Dir/Speed	- 290/007 KTS			Runway Ident	- 26L
Visibility	- 25.0 SM	ATC/Airspace		Runway Lth/Wid	- 11889/ 150
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- IFR	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4752	Last 24 Hrs - 5
SE LAND,ME LAND	Months Since - 1	Make/Model - 78	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1247	Last 90 Days - 58
		Multi-Eng - 4752	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT, WHILE ATTEMPTING TO CLOSE THE ENTRY DOOR DURING THE TAKEOFF ROLL, LOST DIRECTIONAL CONTROL AND RAN OFF THE DEPARTURE END OF THE RUNWAY. THE DOOR EXAMINATION FAILED TO DISCLOSE ANY MECHANICAL PROBLEM. THE PILOT WAS ATTEMPTING AN INTERSECTION DEPARTURE FOR THE PURPOSE OF TRANSPORTING AN AIR AMBULANCE PATIENT.

Brief of Accident (Continued)

File No. - 1204

5/02/88

ATLANTA,GA

A/C Reg. No. N2025W

Time (Lcl) - 1610 EDT

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

Finding(s)

1. DOOR - OPEN
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
6. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - ABORTED

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD
8. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1202 5/16/88 ATLANTA,GA A/C Reg. No. N1013G Time (Lcl) - 1123 EDT

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-ATLANTIS AIRLINES, INC.	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	2
Accident Occurred During	-LANDING			0	0	0	10

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

Make/Model	- SWEARINGEN SA-226-TC	Eng Make/Model	- GARRETT TPE-331-10UA	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 13230	Engine Type	- TURBOPROP		
No. of Seats	- 21	Rated Power	- 940 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	MYRTLE BEACH, SC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ATLANTA HARTSFIELD
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - 27L
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 16566
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - SA-226	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A VISUAL APPROACH TO RUNWAY 27L, THE AIRPLANE WAS LANDED GEAR UP. BOTH THE CAPT AND F/O STATED THAT THE LANDING GEAR HAD BEEN LOWERED OVER THE OUTER MARKER AND THAT THEY HAD OBSERVED THREE GREEN LIGHTS AND THAT THE WARNING HORN HAD NOT SOUNDED PRIOR TO TOUCHDOWN. THE AIRPLANE LEFT PROPELLER BLADE SIGNATURES ON THE RUNWAY AND WITNESSES ON THE GROUND STATED THAT THE LANDING GEAR WAS RETRACTED DURING THE APPROACH AND TOUCHDOWN. AFTER MOVING THE AIRPLANE AND PLACING IT ON JACKS, RETRACTION AND EXTENSION TESTS REVEALED THAT THE LANDING GEAR OPERATION WAS NORMAL AS WAS THE WARNING INDICATIONS. THE WARNING HORN FOR FLAPS DOWN/GEAR UP ALSO EXHIBITED NORMAL OPERATION.

Brief of Accident (Continued)

File No. - 1202

5/16/88

ATLANTA, GA

A/C Reg. No. N1013G

Time (Lc1) - 1123 EDT

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 2. GEAR EXTENSION - NOT PERFORMED - COPILOT/SECOND PILOT
 3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1296 6/21/88 EASTMAN,GA A/C Reg. No. N4282U Time (Lcl) - 2002 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	REBECCA,GA	PRIVATE
Wind Dir/Speed- UNK/NR		Runway Ident - 32
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 1500/ 100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 229
SE LAND	Months Since - 3	Make/Model- 50
	Aircraft Type - C-150	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 FLIGHT CRASHED DURING CLIMBOUT FROM A PRIVATE SOD AIRSTRIP. A WITNESS SAW THE AIRCRAFT CLIMB TO ABOUT 500 FEET. IT THEN STARTED LOSING ALTITUDE, DROPPED OUT OF SIGHT, AND CRASHED. THE AIRCRAFT IMPACTED THE GROUND IN A NOSE LOW ALTITUDE AND BURNED. INVESTIGATION FAILED TO DISCLOSE ANY AIRPLANE PROBLEMS. THE PILOT WAS DEAF. THE IMPACT WAS COMMENSURATE WITH A STALL. THE AIRPLANE WAS EQUIPPED WITH A STALL WARNING LIGHT.

Brief of Accident (Continued)

File No. - 1296

6/21/88

EASTMAN,GA

A/C Reg. No. N4282U

Time (Lcl) - 2002 EDT

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

Finding(s)

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1359 7/01/88 THOMSON,GA A/C Reg. No. N29238 Time (Lcl) - 1850 EDT

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

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

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

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520-H	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 - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	GROVE,OK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	COLUMBIA,SC	Runway Ident - N/A
Wind Dir/Speed- 320/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1300
SE LAND	Months Since - 10	Make/Model- 300
	Aircraft Type - C-T210L	Instrument- 25
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 4
		Last 90 Days- 25
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE LOST PWR ABOUT 20 MILES FROM THE ARPT WHERE HE HAD INTENDED TO REFUEL. THE AIRPLANE SUBSEQUENTLY COLLIDED WITH UTILITY WIRES AS HE WAS ATTEMPTING TO LAND ON A HWY. THE PLT ATTRIBUTED THE PWR LOSS TO FUEL EXHAUSTION. POSTCRASH EXAM OF THE AIRPLANE BY A MECH REVEALED ONLY TRACE AMOUNTS OF FUEL REMAINING ON BOARD. THE PLT NOTED THAT HE HAD TOPPED OFF THE FUEL TANKS PRIOR TO DEPARTURE; THIS SHOULD HAVE GIVEN HIM 5.5 TO 6 HRS OF ENDURANCE, BASED ON PREVIOUS FLIGHTS IN THE AIRPLANE. THE ACTUAL ENDURANCE WAS ABOUT 4.8 HRS. EXAM OF THE AIRPLANE POH REVEALED THAT THE AIRPLANE HAD AN EXPECTED ENDURANCE OF ABOUT 4.7 HRS AT 75% PWR AND 5.4 HRS AT 65% PWR, WITH A 45 MIN RESERVE AT 45% PWR. UNDER THE FLT CONDITIONS REPORTED BY THE PLT. THE POH NOTES HOWEVER, THAT THERE ARE INDETERMINATE VARIABLES WHICH CAN ACCOUNT FOR VARIATIONS OF 10% OR MORE IN AIRPLANE RANGE & ENDURANCE. SEVERAL ARPTS WITH FUEL WERE AVAILABLE ALONG THE ROUTE OF FLT.

Brief of Accident (Continued)

File No. - 1359

7/01/88

THOMSON,GA

A/C Reg. No. N29238

Time (Lcl) - 1850 EDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 4. REFUELING - NOT OBTAINED - 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. OBJECT - WIRE,TRANSMISSION
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1297	8/07/88	CUMMING, GA	A/C Reg. No. N4575K	Time (Lcl) - 1700 EDT
-----------------	---------	-------------	---------------------	-----------------------

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

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

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

Make/Model	- RYAN NAVION	Eng Make/Model	- CONTINENTAL IO-520-BGGR	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3233	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 285 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TOCCOA, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WOODSTOCK, GA	Runway Ident - N/A
Wind Dir/Speed- 020/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 11.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 299
SE LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - NAVION	Make/Model- 58
		Last 30 Days- UNK/NR
		Instrument- 38
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD MADE A PRECAUTIONARY LANDING DUE TO ENROUTE WEATHER. AFTER CONDITIONS HAD IMPROVED HE OBTAINED A WEATHER BRIEFING FOR HIS INTENDED DESTINATION. HE WAS TOLD THAT THERE WERE TSMS IN THE AREA BUT THAT CONDITIONS WERE VFR. AFTER DEPARTURE FROM THE ENROUTE STOP, THE PILOT ATTEMPTED TO TRANSFER FUEL FROM AN AUX TANK. HE TURNED THE PUMP ON BUT DID NOT OPEN THE TRANSFER VALVE. WHEN HE ARRIVED OVER HIS DESTINATION, THERE WAS HEAVY RAIN OVER THE AIRPORT. HE ELECTED TO DIVERT TO AN ALTERNATE. ON THE WAY TO THE ALTERNATE, THE ENGINE LOST POWER FROM FUEL STARVATION AND A FORCED LANDING WAS MADE IN LAKE LANIER. THERE WERE 20 GALLONS OF FUEL IN THE AUX TANK AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1297

8/07/88

CUMMING, GA

A/C Reg. No. N4575K

Time (Lcl) - 1700 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - WATER

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1205 8/30/88 PELHAM, GA A/C Reg. No. N4887X Time (Lcl) - 0930 EDT

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

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

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

Make/Model	- ROCKWELL S2R	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- CALM	ATC/Airspace	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- DIRT
Lowest Ceiling	- NONE	Type Apch/Lndg	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 12970
SE LAND, ME LAND	Months Since - 2	Make/Model	- 6400
	Aircraft Type - C-182	Instrument	- 16
		Multi-Eng	- 655
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CROP DUSTER HAD COMPLETED THE THIRD SWATH RUN OF THE MORNING WHEN THE ENGINE BEGAN TO LOSE POWER. THE PLT RELEASED THE CONTENTS OF THE HOPPER AND MADE A FORCED LANDING IN A SOYBEAN FIELD. DURING THE LANDING ROLL, THE AIRPLANE NOSED OVER AND A GROUND FIRE ERUPTED. EXAMINATION OF THE ENGINE REVEALED A #9 CYLINDER HEAD FAILURE.

Brief of Accident (Continued)

File No. - 1205

8/30/88

PELHAM, GA

A/C Reg. No. N4887X

Time (Lcl) - 0930 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. LOAD JETTISON - INITIATED - PILOT IN COMMAND
 3. LOWERING OF FLAPS - PERFORMED - PILOT IN COMMAND
-

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. - 1226 11/13/88 MARIETTA, GA A/C Reg. No. N431T Time (Lc1) - 1510 EST

-----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 - TAXI

Fire
NONE

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

Make/Model - BEECH 35-A33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-J
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 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- 290/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARIETTA, GA
Destination
CARTERSVILLE, GA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MCCOLLUM
Runway Ident - 27
Runway Lth/Wid - 4591/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 61

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - 35-A33

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 466	Last 24 Hrs - 0
Make/Model- 179	Last 30 Days- 2
Instrument- 3	Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING PREFLT 'RUN-UP' AT THE END OF THE ACTIVE RWY, THE RIGHT BRAKE FAILED AND THE AIRPLANE PIVOTED LEFT WHILE THE ENGINE WAS AT A HIGH POWER SETTING. THE PLT RPTD THAT THINGS HAPPENED SO FAST THAT HE MAY HAVE ADDED POWER WHILE ATTEMPTING TO REDUCE POWER. HE ALSO STATED THAT HE CONTINUED TO PRESS ON THE BRAKE PEDALS CAUSING THE ACFT TO TURN TO THE LEFT TOWARDS A STEEP BANK. THE ACFT ROLLED APPROX 200 FT AND OVERTURNED ON THE SIDE OF AN EMBANKMENT. INVESTIGATION REVEALED THAT THE RIGHT BRAKE HOSE HAD RUPTURED AT THE CALIPER WHICH CAUSED THE LOSS OF RIGHT BRAKE FLUID/PRESSURE. THE BRAKE HOSE WAS ORIGINAL EQUIPMENT, 28 YEARS OLD. AN ANNUAL INSPECTION WAS PERFORMED 5 MONTHS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1226

11/13/88

MARIETTA,GA

A/C Reg. No. N431T

Time (Lcl) - 1510 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
2. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
3. HYDRAULIC SYSTEM,LINE - RUPTURED

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

4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - RAVINE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1315 3/24/88 OFFSHORE OIL,GM A/C Reg. No. N1547N Time (Lcl) - 1100 CST

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

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

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

Make/Model - SIKORSKY S-76A	Eng Make/Model - ALLISON 250-C30	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 10500	Engine Type - TURBOSHAFT	
No. of Seats - 14	Rated Power - 700 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	OFFSHORE PLAT.,GM	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BLOCK 573A	
Wind Dir/Speed- 130/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 9382
SE LAND,ME LAND	Months Since - 1	Make/Model- 1819
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 253
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 140
		Rotorcraft - UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

AFTER LANDING ON THE PLATFORM, THE COPILOT MOVED THE POWER LEVERS TO FLIGHT IDLE AND SET THE MAIN ROTOR BLADE TIP PATH PLANE TO THE HEIGHT NORMALLY USED. WHEN AN ENPLANING PASSENGER CAME UP THE STAIRS ONTO THE PLATFORM, HE WAS STRUCK ON THE HEAD BY THE MAIN ROTOR BLADE. THE OPERATOR REPORTED THAT THE INJURED PASSENGER HAD BEEN REQUIRED TO VIEW A VIDEO TAPE RECORDING THAT SHOWED THE PROPER PROCEDURES TO USE WHEN ENPLANING OR DEPLANING. ADDITIONALLY, THEY REPORTED THAT HE HAD BEEN GIVEN SPECIFIC INSTRUCTIONS TO BEND OVER TO LOWER HIS HEIGHT WHEN UNDER THE MAIN ROTOR BLADES.

Brief of Accident (Continued)

File No. - 1315

3/24/88

OFFSHORE OIL,GM

A/C Reg. No. N1547N

Time (Lcl) - 1100 CST

Occurrence #1 PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation STANDING - IDLING ROTORS

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PASSENGER
2. VISUAL LOOKOUT - INADEQUATE - PASSENGER

-----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. - 1353	7/29/88	DUBUQUE, IA	A/C Reg. No. N131RD	Time (Lcl) - 1700 CDT
-----------------	---------	-------------	---------------------	-----------------------

----Basic Information----

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

----Aircraft Information----

Make/Model - SHIRLAN DICKEY E-RACER	Eng Make/Model - MOD BUICK V-8	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 240 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	DUBUQUE, IA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	OSHKOSH, WI	DUBUQUE
Wind Dir/Speed- 210/011 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1371
SE LAND	Months Since - 15	Make/Model- 91
	Aircraft Type - C-172RG	Instrument- 4
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

AT A FUEL STOP IN DUBUQUE, IA THE PIC PURCHASED FUEL FOR THE FINAL LEG OF HIS FLT TO OSHKOSH. AFTER A PRE-FLT CHK AND SUBSEQUENT ENG RUNUP, THE PIC TOOK THE ACTIVE RWY AND COMMENCED A TAKEOFF ROLL. THE LIFT OFF AND INITIAL CLIMB WENT WITHOUT DIFFICULTY UNTIL THE ACFT ATTAINED 200 FT ALTITUDE. THE PIC STATED THAT THE ENG QUIT SUDDENLY AND WITHOUT WARNING. WITH NO CLEAR SPOT AHEAD TO MAKE THE FORCED LANDING, THE PIC TURNED 180 DEGREES IN AN ATTEMPT TO LAND BACK ON THE RWY. DURING THE DESCENT THE PIC ATTEMPTED A RESTART WHICH FAILED. UNABLE TO REACH THE RWY THE ACFT TOUCHED DOWN IN A GRASSY AREA ADJACENT TO THE RWY. THE NOSE GEAR COLLAPSED, FOLLOWED BY TOTAL GEAR COLLAPSE. THE ACFT SLID TO A STOP. SUBSEQUENT INSP OF THE ACFT REVEALED A SHORTED IGNITION SYSTEM, ORIGINATING IN A ELECTRIC TACH. IN HIS ACCIDENT RPT THE PIC STATED THAT ELECTRICAL SYSTEM REDUNDANCY WAS NOW A HIGH PRIORITY.

Brief of Accident (Continued)

File No. - 1353

7/29/88

DUBUQUE, IA

A/C Reg. No. N131RD

Time (Lc1) - 1700 CDT

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

Finding(s)

1. ENGINE INSTRUMENTS, TACHOMETER - SHORTED
2. IGNITION SYSTEM - SHORTED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. LANDING GEAR - OVERLOAD

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1216	8/01/88	WASHINGTON, IA	A/C Reg. No. N8259J	Time (Lcl) - 2315 CDT
-----------------	---------	----------------	---------------------	-----------------------

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

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

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

Make/Model - VARGA 2150A	Eng Make/Model - LYCOMING O-320-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1817	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 170/006 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point - OSHKOSH, WI</p> <p>Destination - MEMPHIS, MI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 66</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2138</p> <p>Make/Model- 260</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 22</p> <p>Last 90 Days- 36</p> <p>Rotorcraft - UNK/NR</p>
--	--	---

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE THE PIC RPTD A LOSS OF ENG PWR. THE PIC STATED IN HIS RPT THAT HAVING PASSED WASHINGTON, IA, HE SWITCHED FUEL TANKS TO DRAW FUEL FROM THE LFT TANK WHICH INDICATED 1/2 FULL. SHORTLY AFTER SWITCHING, THE PIC STATED THE TANK WENT EMPTY. THE PIC THEN SWITCHED ON THE OTHER TANK WHICH HAD INDICATED 1/4 FULL. SHORTLY AFTER DOING SO, THE ENG QUIT AND THE PIC ATTEMPTED TO GLIDE TO THE WASHINGTON, IA, ARPT. THE ACFT CLIPPED A POWERLINE GUY WIRE DURING THE FORCED LANDING AND CRASHED SHORT INTO A FARM IMPLEMENT SALES LOT. INSP OF THE ACFT REVEALED LESS THAN 1 GAL TOTAL FUEL QUANTITY. NO LEAKS OR RUPTURE OF FUEL SYSTEM HARDWARE WAS FOUND WHICH COULD EXPLAIN THE LOW QUANTITY OF FUEL IN THE SYSTEM.

Brief of Accident (Continued)

File No. - 1216

8/01/88

WASHINGTON, IA

A/C Reg. No. N8259J

Time (Lcl) - 2315 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. OBJECT - GUY WIRE

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

Finding(s)

7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1301 8/06/88 PRAIRIE CITY, IA A/C Reg. No. N823PF Time (Lcl) - 1917 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		0	1	0	0
Pass		0	1	0	0

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

Make/Model - PRAIRIE FLYERS TIERRA II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 2

Eng Make/Model - ROTAX 532
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- 005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KNOXVILLE, IA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FARM FIELD
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)
PRIVATE
SE LAND

Age - 37

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 74	Last 24 Hrs	- 0
Make/Model	- 21	Last 30 Days	- 24
Instrument	- 1	Last 90 Days	- 45
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND IN A HAYFIELD AND DECIDED TO ABORT THE LANDING DUE TO ROUGH CONDITION OF FIELD. AS HE PUSHED THE THROTTLE FORWARD, THE ENGINE FALTERED AND THE PLANE TOUCHED DOWN. THE ABORTED LANDING WAS CONTINUED DUE TO SPEED AND OBSTRUCTIONS. AS HE CLEARED POWER LINES, THE PLANE BEGAN A STEEP UNCONTROLLED DESCENDING RIGHT TURN AND HIT THE GROUND. THE ENGINE WAS RUNNING AT FULL POWER AT THE TIME OF THE STALL AFTER THE SHORT HESITATION IN POWER AT THE BEGINNING OF THE ABORT, ACCORDING TO THE PILOT.

Brief of Accident (Continued)

File No. - 1301

8/06/88

PRAIRIE CITY, IA

A/C Reg. No. N823PF

Time (Lc1) - 1917 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - WIRE, TRANSMISSION
7. PULL-UP - EXCESSIVE - PILOT IN COMMAND
8. 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) 1,2,5,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1288 9/08/88 KEOKUK, IA A/C Reg. No. N3040B Time (Lcl) - 1000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 195
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- 180/015 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KEOKUK, IA
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

KEOKUK
Runway Ident - 13
Runway Lth/Wid - 3800/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 50

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2230	Last 24 Hrs -	1
Make/Model-	5	Last 30 Days-	5
Instrument-	632	Last 90 Days-	5
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NEW OWNER OF THE ACFT ASKED THE FORMER OWNER TO RIDE WITH HIM IN THE RIGHT SEAT WHILE DOING SOME TOUCH AND GO LANDINGS. AFTER THE FIRST CIRCUIT THE FORMER OWNER SAID HE FELT THE PILOT NEEDED ADDITIONAL TRAINING BEFORE ATTEMPTING TO FLY THE ACFT AS PIC. THE SECOND LDG RESULTED IN A LOSS OF CONTROL, A PROPELLER STRIKE, AND DAMAGE TO THE LDG GEAR AND FUSELAGE. ALTHOUGH THE NEW OWNER HAD RECEIVED 5 HOURS OF DUAL INSTRUCTION IN THE PREVIOUS 30 DAYS, THE CFI SAID HE WOULD NOT SIGN HIM OFF TO FLY THE ACFT AS PIC AND WAS UNABLE TO LET THE PILOT LAND OR TAKEOFF UNASSISTED IN 26 ATTEMPTS.

Brief of Accident (Continued)

File No. - 1288

9/08/88

KEOKUK, IA

A/C Reg. No. N3040B

Time (Lc1) - 1000 CDT

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

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. INADEQUATE TRAINING - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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. - 1349 10/15/88 CEDAR RAPIDS, IA A/C Reg. No. N5378F Time (Lcl) - 1050 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI Name of Carrier -TIBBEN FLIGHT LINES INC Type of Operation -NON SCHED,DOMESTIC,CARGO Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	Aircraft Damage SUBSTANTIAL Fire NONE	<table border="0"> <tr> <td></td> <td style="text-align: center;">Fatal</td> <td colspan="3" style="text-align: center;">Injuries</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Serious</td> <td style="text-align: center;">Minor</td> <td style="text-align: center;">None</td> </tr> <tr> <td>Crew</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> </tr> <tr> <td>Pass</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </table>		Fatal	Injuries					Serious	Minor	None	Crew	0	0	0	1	Pass	0	0	0	0
	Fatal	Injuries																				
		Serious	Minor	None																		
Crew	0	0	0	1																		
Pass	0	0	0	0																		

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

Make/Model - PIPER PA-28-151 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2325 No. of Seats - 4	Eng Make/Model - LYCOMING O-360-A1A Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP	ELT Installed/Activated - YES/NO Stall Warning System - YES
--	---	--

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

<p>Weather Data</p> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 190/013 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<p>Itinerary</p> Last Departure Point KANSAS CITY,MO Destination SAME AS ACC/INC <p>ATC/Airspace</p> Type of Flight Plan - VFR Type of Clearance - VFR Type Apch/Lndg - FORCED LANDING	<p>Airport Proximity</p> OFF AIRPORT/STRIP <p>Airport Data</p> CEDAR RAPIDS Runway Ident - 13 Runway Lth/Wid - 5450/ 150 Runway Surface - ASPHALT Runway Status - DRY
--	--	--

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

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 34 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - PA-28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) <table border="0"> <tr> <td>Total</td> <td style="text-align: center;">- 1113</td> <td>Last 24 Hrs</td> <td style="text-align: center;">- 8</td> </tr> <tr> <td>Make/Model-</td> <td style="text-align: center;">89</td> <td>Last 30 Days-</td> <td style="text-align: center;">85</td> </tr> <tr> <td>Instrument-</td> <td style="text-align: center;">135</td> <td>Last 90 Days-</td> <td style="text-align: center;">278</td> </tr> <tr> <td>Multi-Eng -</td> <td style="text-align: center;">227</td> <td>Rotorcraft -</td> <td style="text-align: center;">UNK/NR</td> </tr> </table>	Total	- 1113	Last 24 Hrs	- 8	Make/Model-	89	Last 30 Days-	85	Instrument-	135	Last 90 Days-	278	Multi-Eng -	227	Rotorcraft -	UNK/NR
Total	- 1113	Last 24 Hrs	- 8															
Make/Model-	89	Last 30 Days-	85															
Instrument-	135	Last 90 Days-	278															
Multi-Eng -	227	Rotorcraft -	UNK/NR															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CONDUCTING A PART 135 AIR TAXI OPERATION, THE PILOT SAID HIS ENGINE BEGAN RUNNING ROUGH ABOUT 7 MILES FROM HIS DESTINATION APT. EMERGENCY PROCEDURES WERE INITIATED AND A CALL TO THE CONTROL TOWER DECLARING AN EMERGENCY WAS MADE. UNABLE TO REACH THE APT, THE AIRCRAFT CRASHED ABOUT 1 MILE SHORT OF THE RUNWAY. POST ACCIDENT INVESTIGATION REVEALED THE ENGINE FAILED DUE TO FUEL EXHAUSTION. THE ACFT HAD BEEN CONVERTED TO A LARGER, MORE POWERFUL ENGINE WITH SUBSEQUENT INCREASED FUEL CONSUMPTION.

Brief of Accident (Continued)

File No. - 1349

10/15/88

CEDAR RAPIDS, IA

A/C Reg. No. N5378F

Time (Lcl) - 1050 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 4. PLANNING-DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1334 10/26/88 DAVENPORT, IA A/C Reg. No. N57FD Time (Lcl) - 1730 CDT

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

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

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

Make/Model - HILLER UH-12C	Eng Make/Model - LYCOMING VO-540	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 305 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DAVENPORT, IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DAVENPORT
Wind Dir/Speed- 200/001 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - HIGH VEGETATION
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 - 1230
	Months Since - 4	Make/Model- 16
HELICOPTER	Aircraft Type - UH-1H	Instrument- 57
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 24
		Last 90 Days- 72
		Rotorcraft - 1230

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE DEMONSTRATING AN AUTOROTATION TOUCHDOWN, A TAILBOOM STRIKE WAS EXPERIENCED. DAMAGE WAS INCURRED TO THE TAILBOOM, THE TAIL ROTOR DRIVE SHAFT, AND ONE MAIN ROTOR BLADE. THE CFI SAID EVERYTHING FELT NORMAL DURING TOUCHDOWN AND BELIEVED THE SOFT TERRAIN CONDITIONS CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1334

10/26/88

DAVENPORT, IA

A/C Reg. No. N57FD

Time (Lcl) - 1730 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. AUTOROTATION - INTENTIONAL -
2. TERRAIN CONDITION - SOFT
3. FLARE - IMPROPER - PILOT IN COMMAND(CFI)
4. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND(CFI)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1352 11/06/88 LEON,IA A/C Reg. No. N9246W Time (Lcl) - 1500 CST

-----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	ON GROUND	Pass 0	0	0	3

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/009 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 20000 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 BOONVILLE,MO</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
--	---	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 464</p> <p>Make/Model- 273</p> <p>Instrument- 148</p> <p>Multi-Eng - 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 7</p> <p>Last 90 Days- 15</p> <p>Rotorcraft - 0</p>
---	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING ABOUT 3000 FEET AGL DURING A PERSONAL FLIGHT, THE ENGINE HAD A COMPLETE POWER FAILURE. A SUCCESSFUL EMERGENCY LDG WAS MADE ON A FARM HAY FIELD WITH NO DAMAGE INCURRED. SHORTLY AFTER THE LDG, SMOKE WAS OBSERVED COMING FROM THE ENGINE COMPARTMENT. A FIRE HAD ERUPTED IN THE ENGINE COMPARTMENT AND ATTEMPTS TO EXTINGUISH THE FIRE WERE UNSUCCESSFUL. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE BEFORE THE LOCAL FIRE DEPT ARRIVED AND EXTINGUISHED THE FIRE. POSTACCIDENT INVESTIGATION REVEALED A BURNED-THROUGH AREA ON THE EXHAUST MUFFLER NEAR THE CARBURETOR. THE HEAT FROM THE BURNED-THROUGH AREA WAS DIRECTED ON THE CARBURETOR CAUSING FAILURE OF THE CARBURETOR AND SUBSEQUENT ENGINE FIRE.

Brief of Accident (Continued)

File No. - 1352

11/06/88

LEON, IA

A/C Reg. No. N9246W

Time (Lcl) - 1500 CST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. EXHAUST SYSTEM, MUFFLER - LEAK
2. FUEL SYSTEM, CARBURETOR - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 FIRE
Phase of Operation LANDING - ROLL

Finding(s)

3. ENGINE COMPARTMENT - FIRE
4. FIRE EXTINGUISHER - INADEQUATE

----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. - 1357 11/09/88 MONTEZUMA, IA A/C Reg. No. N5359U Time (Lcl) - 1740 CST

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

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

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

Make/Model - CESSNA U206G	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CLEVELAND, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RAPID CITY, SD	SIG FIELD
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2770/ 105
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1017
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - PA-44	Make/Model- 53
		Last 30 Days- 51
		Instrument- 202
		Last 90 Days- 119
		Multi-Eng - 67
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A VFR CROSS COUNTRY CARGO FLIGHT, THE COMMERCIAL PLT SAID HIS ALTERNATOR FAILED AND THAT WITHIN EIGHT MINUTES HE LOST ELECTRICAL POWER AND WAS UNABLE TO OPERATE THE NAVIGATION INSTRUMENTS. HE CONTINUED TOWARD HIS DESTINATION ABOUT 2 MORE HOURS WHEN WEATHER CONDITIONS DETERIORATED AND DARKNESS ARRIVED. UNSURE OF HIS LOCATION HE SPOTTED RUNWAY LIGHTS BELOW AND SPIRALED DOWN TO LAND ON THE UNCONTROLLED AIRSTRIP. DURING THE DOWNWIND LANDING ATTEMPT ON WET TURF HE WAS UNABLE TO STOP AND COLLIDED WITH A FENCE CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1357

11/09/88

MONTEZUMA, IA

A/C Reg. No. N5359U

Time (Lcl) - 1740 CST

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

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

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

Finding(s)

4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
5. WEATHER CONDITION - DRIZZLE
6. TERRAIN CONDITION - WET
7. OBJECT - FENCE

-----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) 1,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1260 10/01/88 NORTH FORK, ID A/C Reg. No. N7548R Time (Lcl) - 0730 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

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

Fire NONE Crew Pass

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

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

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SALMON, ID
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 - 33

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	125	Last 24 Hrs	-	0
Make/Model	-	66	Last 30 Days	-	5
Instrument	-	2	Last 90 Days	-	41

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FLEW THE AIRCRAFT INTO A BOX CANYON AT DAWN. THE AIRCRAFT WAS UNABLE TO OUTCLIMB RISING TERRAIN. THE AIRCRAFT IMPACTED HEAVILY WOODED TERRAIN AT A SLOW AIRSPEED AT 8,000 FEET MSL ABOUT 50 YARDS SHORT OF THE CREST.

Brief of Accident (Continued)

File No. - 1260

10/01/88

NORTH FORK, ID

A/C Reg. No. N7548R

Time (Lcl) - 0730 MDT

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

Finding(s)

1. TERRAIN CONDITION - BOX CANYON
2. TERRAIN CONDITION - RISING
3. LIGHT CONDITION - DAWN
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED

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

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

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. - 1335 11/17/88 IDAHO FALLS, ID A/C Reg. No. N1963P Time (Lcl) - 0230 MST

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	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	REXBURG, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	UNK/NR	
Wind Dir/Speed- 100/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 400 FT OBSCURED	Type Apch/Lndg - FORCED LANDING	Runway Status - SNOW - CRUSTED
Obstructions to Vision- FOG		ROUGH
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2200
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT REPORTEDLY STOLE ACFT AND DEPARTED ABOUT MIDNIGHT IN SNOWSTORM. FOR 3 HOURS HE BUZZED LOCAL RESIDENCES VEHICLES UNTIL FUEL EXHAUSTION. FORCED LNDG MADE IN ROUGH FIELD. INVESTIGATION REVEALED PLT HAD LONG HISTORY OF MENTAL ILLNESS AND HAD FALSIFIED MEDICAL CERTIFICATE APPLICATION DATA.

Brief of Accident (Continued)

File No. - 1335

11/17/88

IDAHO FALLS, ID

A/C Reg. No. N1963P

Time (Lcl) - 0230 MST

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
2. OTHER PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - DISREGARDED - 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)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. LIGHT CONDITION - DARK NIGHT
8. WEATHER CONDITION - OBSCURATION
9. WEATHER CONDITION - SNOW

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1378 1/08/88 WARSAW, IN A/C Reg. No. N4878G Time (Lcl) - 1830 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
UNK/NR

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

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
WARSAW, IN
Destination
MILWAUKEE, WI

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 41
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 180
Last 24 Hrs - 0
Make/Model- UNK/NR
Last 30 Days- 0
Instrument- UNK/NR
Last 90 Days- 0
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT DEPARTED DURING THE HOURS OF DARKNESS AND WAS DECLARED MISSING AFTER FAILING TO ARRIVE AT ITS STATED DESTINATION. THE PROPOSED ROUTE OF FLIGHT CROSSED A LARGE BODY WATER AND A LOCAL LAKESHORE RESIDENT REPORTED HEARING AN AIRPLANE STRIKE THE WATER. NO WRECKAGE OR DEBRIS HAS BEEN RECOVERED. ACCIDENT LOCATION, TIME AND INJURIES ARE PRESUMED.

Brief of Accident (Continued)

File No. - 1378

1/08/88

WARSAW, IN

A/C Reg. No. N4878G

Time (Lc1) - 1830 EST

Occurrence #1 MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1395 2/29/88 CLOVERDALE, IN A/C Reg. No. N21BL Time (Lcl) - 1545 EST

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

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

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

Make/Model	- LOGAN JUNIOR ACE	Eng Make/Model	- CONTINENTAL C85-12	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1215	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	ON AIRPORT	
Method	- N/A	CLOVERDALE, IN		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	CLOVER KNOLL	
Wind Dir/Speed	- 330/011 KTS		Runway Ident	- 27
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 2600/ 50
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 65	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 2133
SE LAND	Months Since - 1	Make/Model	- 1
	Aircraft Type - UNK/NR	Instrument	- 126
		Multi-Eng	- 438

Instrument Rating(s) - NONE

-----Narrative-----

DURING APPROACH, THE AIRCRAFT STRUCK POWER LINES NEAR THE APPROACH END OF RUNWAY AND CRASHED ON THE RUNWAY. THE PILOT HAD LESS THAN 1 HOUR FLIGHT TIME IN THIS MODEL HOMEBUILT AIRCRAFT.

Brief of Accident (Continued)

File No. - 1395

2/29/88

CLOVERDALE, IN

A/C Reg. No. N21BL

Time (Lcl) - 1545 EST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. 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) 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. - 1397	6/22/88	SEYMOUR, IN	A/C Reg. No. N7892R	Time (Lcl) - 2230 EST
-----------------	---------	-------------	---------------------	-----------------------

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

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

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

Make/Model - BEECH V35A	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 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 - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point KNOXVILLE, TN</p> <p>Destination CHICAGO, IL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data FREEMAN MUNI</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 5500/ 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>COMMERCIAL</p> <p>ME LAND</p> <p>HELICOPTER</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - B-90</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 2630</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 540</td> <td>Last 30 Days- 49</td> </tr> <tr> <td>Instrument- 182</td> <td>Last 90 Days- 163</td> </tr> <tr> <td>Multi-Eng - 621</td> <td>Rotorcraft - 1400</td> </tr> </table>	Total - 2630	Last 24 Hrs - 4	Make/Model- 540	Last 30 Days- 49	Instrument- 182	Last 90 Days- 163	Multi-Eng - 621	Rotorcraft - 1400
Total - 2630	Last 24 Hrs - 4									
Make/Model- 540	Last 30 Days- 49									
Instrument- 182	Last 90 Days- 163									
Multi-Eng - 621	Rotorcraft - 1400									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT WAS IN CRUISE FLIGHT AT 6500 FEET WHEN ENGINE BEGAN TO RUN ROUGH. PILOT NAVIGATED TO NEAREST AIRPORT AND MADE INTENTIONAL GEAR-UP LANDING WITH CRUISE POWER. POSTCRASH INVESTIGATION REVEALED NUMBER 2 EXHAUST VALVE HAD FAILED AND BECAME WEDGED BETWEEN THE CYLINDER AND PISTON TOP, CRACKING THE CYLINDER HEAD AT THE BARREL THREADS.

Brief of Accident (Continued)

File No. - 1397

6/22/88

SEYMOUR, IN

A/C Reg. No. N7892R

Time (Lcl) - 2230 EST

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL
 2. ENGINE ASSEMBLY, CYLINDER - CRACKED
-

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. WHEELS UP LANDING - INTENTIONAL -
-

-----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. - 1393 7/08/88 BLOOMINGTON, IN A/C Reg. No. N8059T Time (Lcl) - 1209 EST

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

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

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

Make/Model - CESSNA 175A	Eng Make/Model - CONTINENTAL GO-300-B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	BROOKSIDE, IN	BLOOMINGTON MONROE COUNTY
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5201/ 150
Lowest Sky/Clouds - 7000 FT THIN BKN	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 977
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 178
		Last 30 Days- 73
		Instrument- 92
		Last 90 Days- 112
		Multi-Eng - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT EXPERIENCED PARTIAL LOSS OF ENGINE POWER AT 150 FEET AGL AFTER TAKEOFF. PILOT MADE 180 DEGREE TURN IN ATTEMPT TO RETURN TO AIRPORT, BUT EXPERIENCED FURTHER POWER LOSS AND ELECTED TO MAKE EMERGENCY LANDING IN FIELD. RIGHT WINGTIP HIT TREE, AND AIRCRAFT MADE HARD LANDING. INVESTIGATION REVEALED FAILURE OF THE NUMBER TWO EXHAUST VALVE. THE NUMBER TWO CYLINDER ASSEMBLY HAD BEEN REPLACED WITH A REBUILT CYLINDER ASSEMBLY FIVE WEEKS PRIOR TO THE ACCIDENT, AND HAD ACCUMULATED SEVEN HOURS OPERATIONAL TIME.

Brief of Accident (Continued)

File No. - 1393

7/08/88

BLOOMINGTON, IN

A/C Reg. No. N8059T

Time (Lcl) - 1209 EST

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL
2. MAINTENANCE, MAJOR REPAIR - POOR - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1398	7/11/88	STRAUGHN, IN	A/C Reg. No. N9093T	Time (Lcl) - 1600 EST
-----------------	---------	--------------	---------------------	-----------------------

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

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

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

Make/Model - CONTINENTAL TOMCAT MK-6	Eng Make/Model - LYCOMING VO-435-A1F	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 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 - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6500
SE LAND	Months Since - 8	Make/Model- 3000
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 50
		Last 24 Hrs - 8
		Last 30 Days- 40
		Last 90 Days- 75
		Rotorcraft - 3000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AERIAL APPLICATION HELICOPTER STRUCK POWER LINES IN FIELD ON FIRST SWATH RUN. THIS WAS THE FIRST TIME THE PILOT HAD SPRAYED THIS FIELD. PRIOR TO SPRAYING THE FIELD HE QUESTIONED THE FARMER REGARDING POWER LINES OR OTHER OBSTRUCTIONS. THE FARMER REPLIED THAT THERE WERE NONE. AFTER THE ACCIDENT THE FARMER STATED THAT HE FORGOT ABOUT THOSE POWER LINES. THE PILOT CIRCLED THE FIELD PRIOR TO STARTING HIS APPLICATION SWATH RUN LOOKING FOR OBSTRUCTIONS, AND SAW NONE.

Brief of Accident (Continued)

File No. - 1398

7/11/88

STRAUGHN, IN

A/C Reg. No. N9093T

Time (Lc1) - 1600 EST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. INFORMATION - IMPROPER - OTHER PERSON
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1389 10/19/88 PALMA, KY A/C Reg. No. N4753W Time (Lcl) - 1715 EDT

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

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

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

Make/Model - ROCKWELL 114	Eng Make/Model - LYCOMING IO-540-T4A5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3140	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PADUCAH, KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GILBERTVILLE, KY	
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1745
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - R-114	Make/Model- 341
		Last 30 Days- 11
		Instrument- UNK/NR
		Last 90 Days- 78
		Multi-Eng - 682
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED A COMPLETE ENGINE FAILURE WHILE DESCENDING TO TRAFFIC PATTERN ALTITUDE. THE ATTEMPTS TO RESTART THE ENGINE FAILED. THE PILOT CRASHED IN A FIELD. THE INVESTIGATION DISCLOSED AN INTERNAL MAGNETO TIMING OF 30 AND 27 DEGREES RESPECTIVELY. THE PRESCRIBED MAGNETO SETTING IS 25 DEGREES. THE BOTTOM SPARK PLUGS WERE WET WITH FUEL AFTER AN ENGINE RUN WAS COMPLETED. THE ENGINE WAS OVERHAULED ABOUT 165 HOURS PRIOR TO THIS ACCIDENT. ABOUT SIX MONTHS AFTER THE OVERHAUL, PLATINUM TIP SPARK PLUGS WERE INSTALLED TO CORRECT A MAGNETO RPM DROP PROBLEM. THE AIRPLANE COLLIDED WITH A ROUND BALE HAY HOLDER DURING THE LANDING ATTEMPT.

Brief of Accident (Continued)

File No. - 1389

10/19/88

PALMA, KY

A/C Reg. No. N4753W

Time (Lc1) - 1715 EDT

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - OTHER
2. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - VEHICLE
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. - 1310 7/14/88 KINDER, LA A/C Reg. No. N8512H Time (Lcl) - 0830 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage		Injuries			
		MINOR		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			Other 0	1	0	0

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P & W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	MANUEL BROTHERS AIRSTRIP
Wind Dir/Speed	- 180/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 27
Lowest Sky/Clouds	- 1700 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 3000/ 150
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- N/A
Condition of Light	- DAYLIGHT		Runway Status
			- N/A

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 17000	Last 24 Hrs - 5
SE LAND,ME LAND	Months Since - 17	Make/Model- 14000	Last 30 Days- 150
	Aircraft Type - C-172	Instrument- 50	Last 90 Days- 500
		Multi-Eng - 2000	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS SPRAYING A FUNGICIDE ON THE FIELD AND THE OWNER OF THE FIELD WAS FLAGGING FOR HIM, ON THE TOP OF A DIKE, ON THE WEST END OF THE FIELD. DURING NORMAL OPERATION, THE FLAGMAN STAYED IN POSITION UNTIL THE AIRPLANE WAS 300 FEET AWAY, AT WHICH TIME HE WOULD MOVE 16 STEPS NORTH FOR THE NEXT RUN. THE FLAGMAN, WITH HIS UMBRELLA, WAS 12 FEET ABOVE THE LEVEL OF THE FIELD. HE HAD MOVED 8 STEPS WHEN HE WAS STRUCK BY THE END OF THE RIGHT SPRAY BOOM. THE PILOT SAID A SPRAY RESIDUE ON THE WINDSHIELD MIGHT HAVE OBSCURED HIS VIEW DURING THE START OF HIS TURN-AROUND. THE FLAGMAN SUFFERED A SERIOUS HEAD INJURY.

Brief of Accident (Continued)

File No. - 1310

7/14/88

KINDER, LA

A/C Reg. No. N8512H

Time (Lc1) - 0830 CDT

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

Finding(s)

1. OBJECT - OTHER PERSON
 2. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - GROUND PERSONNEL
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. WINDOW, CANOPY - DIRTY (FOGGY)
-

----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. - 1307 7/16/88 CROWLEY, LA A/C Reg. No. N8580H Time (Lcl) - 0855 CDT

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

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

-----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	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6500
SE LAND	Months Since - 18	Make/Model- 5200
	Aircraft Type - C-152	Instrument- 10
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days- 50
		Last 90 Days- 225
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AGRICULTURAL PILOT WAS WORKING IN A FIELD WHICH HAD TELEPHONE LINES AT ONE END AND POWER LINES AT THE OTHER. ON HIS LAST RUN, AS HE STARTED HIS PULL UP, THE AIRPLANE STRUCK THE POWER LINES AT ONE END OF THE FIELD. THE AIRPLANE WENT THROUGH THE POWER LINES, PASSED OVER A HOUSE, STRUCK TREES AND HIT THE GROUND IN AN INVERTED POSITION. A FIRE WHICH STARTED FOLLOWING IMPACT WAS SUPPRESSED LONG ENOUGH TO REMOVE THE PILOT, BUT THEN DESTROYED THE ACFT.

Brief of Accident (Continued)

File No. - 1307

7/16/88

CROWLEY, LA

A/C Reg. No. N8580H

Time (Lcl) - 0855 CDT

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

Finding(s)

1. OBJECT - WIRE, STATIC(MARKED)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - TREE(S)
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1319 8/24/88 NEW ORLEANS, LA A/C Reg. No. N5626F Time (Lcl) - 1859 CDT

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

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

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

Make/Model	- ALON A2A	Eng Make/Model	- CONTINENTAL C-90	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 90 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	LAKEFRONT
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Surface
Condition of Light	Type Apch/Lndg	- N/A
		Runway Status

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

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- UNK/NR	Total - 7000
SE LAND, ME LAND, SE SEA	Months Since	- UNK/NR	Make/Model- UNK/NR
	Aircraft Type	- UNK/NR	Instrument- UNK/NR
			Multi-Eng - UNK/NR
			Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HIGHLY MODIFIED AIRPLANE WAS OBSERVED IN A NEAR VERTICAL DIVE BEFORE IT IMPACTED INTO A MARSH. NO MECHANICAL OR MEDICAL REASONS WERE FOUND FOR THE CRASH. ALTHOUGH TOXICOLOGICAL ANALYSIS INDICATED A BLOOD ALCOHOL LEVEL OF .11%, THERE WAS EVIDENCE OF POSTMORTEM DECOMPOSITION, INVALIDATING THE RESULT. THE PURPOSE OF THE FLIGHT, REPORTEDLY, WAS TO PERFORM AEROBATIC MANEUVERS.

Brief of Accident (Continued)

File No. - 1319

8/24/88

NEW ORLEANS, LA

A/C Reg. No. N5626F

Time (Lcl) - 1859 CDT

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

Finding(s)
1. UNDETERMINED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1317	9/19/88	FERRIDAY, LA	A/C Reg. No. N31646	Time (Lcl) - 1500 CDT
-----------------	---------	--------------	---------------------	-----------------------

----Basic Information----

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

----Aircraft Information----

Make/Model - AIR TRACTOR AT301 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 5000 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- 170/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 1000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - DIRT Runway Status - DRY SOFT
--	---	--

----Personnel Information----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 49 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - AT-301	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 20000 Make/Model- 1000 Instrument- UNK/NR Multi-Eng - UNK/NR Last 24 Hrs - 10 Last 30 Days- 100 Last 90 Days- 400 Rotorcraft - UNK/NR
---	---	---

Instrument Rating(s) - NONE

----Narrative----

THE AGRICULTURAL AIRPLANE WAS ON A SWATH RUN WHEN THE ENGINE MALFUNCTIONED. THE PILOT RELEASED THE LOAD OF CHEMICALS AND MADE A FORCED LANDING IN A BEAN FIELD. THERE WAS VERY LITTLE DAMAGE TO THE BEANS BUT THERE WAS SUBSTANTIAL DAMAGE TO THE AIRPLANE. TEARDOWN INSPECTION OF THE ENGINE REVEALED A CRACK FROM ONE SPARK PLUG HOLE TO THE OTHER SPARK PLUG HOLE IN THE NUMBER FIVE CYLINDER. INDICATIONS WERE THAT THIS CRACK DID NOT AFFECT THE ENGINE VALVE OPERATION.

Brief of Accident (Continued)

File No. - 1317

9/19/88

FERRIDAY, LA

A/C Reg. No. N31646

Time (Lc1) - 1500 CDT

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

Finding(s)
1. ENGINE ASSEMBLY, CYLINDER - CRACKED
2. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - AERIAL APPLICATION

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

Finding(s)
3. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1372	2/11/88	CHATHAM, MA	A/C Reg. No. N9281P	Time (Lcl) - 2110 EST
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-PERSONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Crew	0	0
Accident Occurred During	-LANDING	Pass	0	0
			Minor	None
			0	1
			0	0
<hr/>				
-----Aircraft Information-----				
Make/Model	- PIPER PA-24-260	Eng Make/Model	- LYCOMING IO-540-D4A5	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 3200	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 4	Rated Power	- 260 HP	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	FARMINGDALE, NY		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	CHATHAM	
Wind Dir/Speed	- 120/015 KTS	ATC/Airspace	Runway Ident - 06	
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	
Lowest Ceiling	-	Type Apch/Lndg	- TRAFFIC PATTERN	
Obstructions to Vision	- NONE		Runway Lth/Wid - 3000/ 100	
Precipitation	- NONE		Runway Surface - ASPHALT	
Condition of Light	- NIGHT(DARK)		Runway Status - DRY	
<hr/>				
-----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 - NO	Total	- 711	Last 24 Hrs - 2
SE LAND	Months Since - 28	Make/Model	- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng	- UNK/NR	Rotorcraft - UNK/NR
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
AFTER ABORTING TWO LANDINGS ON RUNWAY 24 AT CHATHAM, MASSACHUSETTS, THE PILOT WAS ADVISED BY RADIO TO USE RUNWAY 6. WHILE ATTEMPTING A LANDING ON RUNWAY 6, THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY AND THE LANDING GEAR WAS SHEARED OFF WHEN IT STRUCK A GRASS KNOLL. THE AIRPLANE SKIDDED TO A STOP ON ITS BELLY.				
<hr/>				

Brief of Accident (Continued)

File No. - 1372

2/11/88

CHATHAM,MA

A/C Reg. No. N9281P

Time (Lcl) - 2110 EST

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - CROSSWIND

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
5. LANDING GEAR, NOSE GEAR - SHEARED
6. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1246	4/17/88	ANNAPOLIS, MD	A/C Reg. No. N5269H	Time (Lcl) - 0945 EDT
-----------------	---------	---------------	---------------------	-----------------------

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire		0	0	1	1
Flight Conducted Under -14 CFR 91	NONE	Crew	0	0	0	0
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-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STEVENSVILLE, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MITCHELLVILLE, MD	
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 412
SE LAND	Months Since - 1	Make/Model- 69
	Aircraft Type - PA-28	Instrument- 85
		Multi-Eng - 5
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 116
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STU & INSTR WERE RETURNING TO MITCHELLVILLE AFTER DOING SEVERAL TOUCH & GO LANDINGS AT STEVENSVILLE. THE ACFT WAS LEVEL AT 1700 FT WHEN A POWER LOSS OCCURRED. ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL. THE INSTR TOOK CONTROL OF THE ACFT AND LANDED IN A MARSHY BOG. THE ACFT CONTINUED INTO A CREEK AND NOSED OVER. THE INSTR AND STU EXITED THE ACFT ASSISTED BY FISHERMAN. THE INVESTIGATION REVEALED THERE WAS LESS THAN 1 GAL OF FUEL ABOARD THE ACFT AFTER THE ACCIDENT. THE STU SAID THE FUEL GAGES INDICATED ONE-QUARTER AND ONE-HALF FULL TANKS DURING THE PREFLIGHT. SINCE THE ACFT WAS LAST REFUELED IT WAS FLOWN 4.6 HRS INCLUDING THE ACCIDENT FLIGHT WHICH WAS 1.3 HRS LONG.

Brief of Accident (Continued)

File No. - 1246

4/17/88

ANNAPOLIS, MD

A/C Reg. No. N5269H

Time (Lc1) - 0945 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - WET

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1336 5/01/88 GOLDSBORO, MD A/C Reg. No. N8271A Time (Lcl) - 1500 EDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 350/008 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - 5500 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LAUREL, DE</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">JOHN BROWN</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 2400 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
---	---	---

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 319
SE LAND	Months Since - 4	Make/Model- 11
	Aircraft Type - C-150	Instrument- 5
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 36
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE UNSUCCESSFULLY TRIED TO CLIMB IN GROUND-EFFECT AFTER THE ACFT LIFTED OFF BEFORE ADEQUATE FLYING SPEED WAS OBTAINED. THE ACFT DRIFTED RIGHT OF THE RWY AND TOUCHED DOWN IN A PLOWED FIELD WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 1336

5/01/88

GOLDSBORO, MD

A/C Reg. No. N8271A

Time (Lc1) - 1500 EDT

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

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1343 6/26/88 CAMBRIDGE, MD A/C Reg. No. N21312 Time (Lcl) - 2000 EDT

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

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

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

Make/Model - PIPER PA-32RT-300T	Eng Make/Model - LYCOMING TIO-540-S1AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OCEAN CITY, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MANASSAS, VA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 515
SE LAND	Months Since - 13	Make/Model- 22
	Aircraft Type - M-20C	Instrument- 1
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 27
		Last 90 Days- 51
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD DEPARTED OCEAN CITY, MD APRX 20 MINUTES AFTER TAKEOFF WHEN NEARING THE CHESAPEAKE BAY AT AN ALT OF 3000 FT MSL, A TOTAL LOSS OF ENGINE POWER WAS EXPERIENCED. THE PLT ATTEMPTED TO RESTART THE ENGINE TO NO AVAIL AND A FORCED LANDING WAS MADE IN A SWAMP NEAR CAMBRIDGE, MD. THE PLT AND PASSENGER WERE AIR-LIFTED FROM THE ACCIDENT SITE BY MILITARY HELICOPTER. THE WRECKAGE WAS LATER AIR-LIFTED FROM THE SITE. THE WRECKAGE WAS PLACED ON A FLAT BED TRAILER AND THE ENGINE WAS TEST RUN. THE ENGINE OPERATED NORMALLY WHEN CHECKED UP TO 2000 RPM. CAUSE OF THE LOSS OF POWER COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1343

6/26/88

CAMBRIDGE, MD

A/C Reg. No. N21312

Time (Lcl) - 2000 EDT

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

Finding(s)

1. POWERPLANT - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION
3. TERRAIN CONDITION - WET

----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. - 1340 8/28/88 OAKLAND, MD A/C Reg. No. N4156F Time (Lcl) - 1225 EDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CUMBERLAND, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GREATER GORTNER
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 50
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 157
SE LAND	Months Since - 4	Make/Model- 16
	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 6
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT THE LANDING APPROACH FOR RUNWAY 22 WAS MADE OVER POWER LINES. HE STATED THAT DURING THE APPROACH THE STALL WARNING HORN ACTIVATED AND HE INCREASED POWER TO MAINTAIN 60 MPH WITH 20 DEGS OF FLAPS. ONCE ESTIMATING THAT HIS INTENDED POINT OF TOUCHDOWN COULD BE REACHED, HE REDUCED THE POWER AT WHICH POINT THE AIRPLANE "DROPPED." THE AIRPLANE CONTACTED THE TERRAIN IN A FLAT ATTITUDE, THE NOSE GEAR FAILED AND THE AIRPLANE NOSED OVER COMING TO REST APRX 60 FEET BEYOND THE THRESHOLD. THE PASSENGER STATED THAT THE STALL WARNING ACTIVATED AS THE AIRPLANE DESCENDED TO TERRAIN IMPACT.

Brief of Accident (Continued)

File No. - 1340

8/28/88

OAKLAND, MD

A/C Reg. No. N4156F

Time (Lc1) - 1225 EDT

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

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 3. STALL/MUSH
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1358 9/23/88 PRINCESS ANNE, MD A/C Reg. No. N7781Z Time (Lcl) - 1830 EDT

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

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

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ATLANTIC,VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1397
SE LAND	Months Since - 16	Last 24 Hrs - 0
	Aircraft Type - C-152	Make/Model- 934
		Last 30 Days- 90
		Instrument- 56
		Last 90 Days- 146
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD SPRAYED APRX 1/2 OF THE SOYBEAN FIELD WHEN SMOKE STARTED TO FILL THE COCKPIT. HE SHUT OFF THE SPRAY, TURNED OFF THE ELECTRICAL SYSTEM AND OPENED THE FRESH AIR VENTS. HE THEN LOOKED BACK AT THE TAIL SECTION OF THE AIRPLANE AND NOTED THAT THE AREA NEAR THE BATTERY WAS GLOWING RED AND EMITTING SMOKE. HE THEN DECIDED TO MAKE A FORCED LANDING FEARING THAT THE AIRPLANE WOULD CATCH FIRE IF THE FLIGHT WAS CONTINUED. THE LANDING WAS MADE ONTO A CURVED DIRT ROAD. WHILE TRYING TO NEGOTIATE A TURN, THE RIGHT WING CONTACTED A DIRT BANK AND THE AIRPLANE VEERED INTO A DITCH ALONG THE ROAD. INSPECTION OF THE AIRPLANE REVEALED THAT BATTERY CABLE WAS CORRODED, SHORTED OUT AND WAS BEGINNING TO BURN.

Brief of Accident (Continued)

File No. - 1358

9/23/88

PRINCESS ANNE, MD

A/C Reg. No. N7781Z

Time (Lcl) - 1830 EDT

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

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - CORRODED
2. ELECTRICAL SYSTEM, BATTERY - SHORTED
3. ELECTRICAL SYSTEM, BATTERY - SMOKE
4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
6. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1377 10/29/88 CAMBRIDGE, MD A/C Reg. No. N63019 Time (Lcl) - 1020 EDT

-----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	1	0
Pass		0	0	1	0

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

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

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/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- 350/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CAMBRIDGE/DORCHESTER
Runway Ident - 34
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 51 Last 24 Hrs - 0
Make/Model- 28 Last 30 Days- 7
Instrument- 0 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STU PLT DID THREE TAKEOFFS & LNDGS WITH THE INSTR ABOARD AND THEN THREE MORE DURING SOLO FLIGHT. ON HIS FOURTH TAKEOFF TRY HE USED AILERON AND RUDDER TO MAINTAIN DIRECTIONAL CONTROL ON THE RWY. THERE WAS AN 8 TO 10 KT CROSSWIND. THE STU SAID WHEN THE ACFT LIFTED OFF HE DID NOT NEUTRALIZE THE AILERONS CAUSING THE ACFT TO BANK TO THE RIGHT. THE ACFT WAS ABOUT 50 FT ABOVE THE GROUND WHEN HE ELECTED TO ABORT THE TAKEOFF. AFTER POWER WAS REDUCED THE ACFT PITCHED DOWN AND COLLIDED WITH THE RWY, SKIDDED ABOUT 40 FT AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1377

10/29/88

CAMBRIDGE, MD

A/C Reg. No. N63019

Time (Lcl) - 1020 EDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
-

Occurrence #2 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1376 3/10/88 WARREN, MI A/C Reg. No. N900WP Time (Lcl) - 0026 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -LAFAYETTE AVIATION, INC.	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 135	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT		Other 2	0	0	0

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

Make/Model - BEECH E18S	Eng Make/Model - P&W R-985-B14	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DETROIT, MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FORT WAYNE, IN	Runway Ident - N/A
Wind Dir/Speed- 340/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 1764
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - PA-34	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) - AIRPLANE

-----Narrative-----

THE FLT WAS AN AIR TAXI CARGO FLT CARRYING TRUCK PARTS. AFTER TAKEOFF, THE TWR ASKED THE PLT IF HE WAS IN DIFFICULTY AND THE PLT REPLIED "ROGER" AND REQUESTED A CHANGE OF FLT PLAN. THE ACFT WAS SEEN FLYING ERRATICALLY JUST ABOVE THE TREE TOPS. THE ACFT DESCENDED ALMOST VERTICALLY INTO A RESIDENTIAL AREA. THE REAR OF ONE HOME WAS IGNITED BY THE IMPACT AND 2 OCCUPANTS OF THE HOUSE WERE FATALLY BURNED. POST ACC INVESTIGATION REVEALED NO ENG MALFUNCTION BUT THERE WERE DISCREPANCIES IN THE LOAD MANIFEST AND THE ACFT WT & BALANCE. BEFORE TAKEOFF A CO EMPLOYEE WATCHED THE PLT SECURE THE CARGO WITH ROPES NETS & CLIPS BUT DID NOT HELP BECAUSE HE "DIDN'T KNOW WHAT THE PLT WAS DOING." IMPACT 'AMAGE PRECLUDED DETERMINATION OF THE ORIGINAL PLACEMENT AND SECURITY OF THE CARGO AND ANY POSSIBLE SHIFTING PRIOR TO IMPACT. THE NET WEIGHT ON THE CARGO MANIFEST DID NOT INCLUDE THE WT OF THE TRAYS TO HOLD THE PARTS. THIS WAS AN OMISSION OF 150 LBS. CO PERSONNEL SAID NO WT & BALANCE INFO WAS LEFT WITH THEM WHEN THE ACFT DEPARTED.

Brief of Accident (Continued)

File No. - 1376

3/10/88

WARREN, MI

A/C Reg. No. N900WP

Time (Lcl) - 0026 EST

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

Finding(s)

1. DISPATCH PROCEDURES - INADEQUATE - COMPANY/OPERATOR MGMT
2. AIRCRAFT WEIGHT AND BALANCE - NOT PERFORMED - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - IMPROPER -
4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INADEQUATE
5. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. SUPERVISION - POOR - COMPANY/OPERATOR MGMT

-----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. - 1268 6/05/88 THREE RIVERS, MI A/C Reg. No. N57502 Time (Lcl) - 1215 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	2	0
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 - TAYLORCRAFT L-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - 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- 310/013 KTS
Visibility - 15.0 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
THREE RIVERS, MI
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PRIVATE STRIP
Runway Ident - 36
Runway Lth/Wid - 2000/ 100
Runway Surface - GRASS/TURF
Runway Status - SOFT

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 700
Make/Model- 2
Instrument- 5
Last 24 Hrs - UNK/NR
Last 30 Days- 15
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER OF THE ACFT STATED THAT HE RELEASED THE ACFT TO THE PIC SO THAT HE COULD "CHECKOUT" ANOTHER PLT AND HELP HER WITH HER TAILWHEEL LANDINGS. DURING THEIR FOURTH TKOF, THE PLT BEING CHECKED OUT ATTEMPTED TO CLIMB OUT OF GROUND EFFECT WITH INSUFFICIENT AIRSPEED. THE PIC STATED THAT HE DELAYED CORRECTING THE TKOF PROCEDURE BECAUSE HE THOUGHT THE POOR PERFORMANCE OF THE ACFT WAS DUE TO THE OUTSIDE AIR TEMPERATURE AND WEIGHT OF THE ACFT WHICH WOULD NORMALLY DECREASE THE RATE OF CLIMB. SUBSEQUENTLY, AT THE FIRST INDICATION OF THE STALL, HE IMMEDIATELY ATTEMPTED TO REMEDY THE ATTITUDE OF THE ACFT. THE PIC WAS ABLE TO LEVEL THE WINGS BUT COULD NOT STOP THE DESCENT BEFORE THE ACFT IMPACTED THE TERRAIN.

Brief of Accident (Continued)

File No. - 1268

6/05/88

THREE RIVERS, MI

A/C Reg. No. N57502

Time (Lcl) - 1215 EDT

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

Finding(s)

1. LIFT-OFF - PREMATURE - COPILOT/SECOND PILOT
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT/SECOND PILOT
3. AIRSPEED - NOT MAINTAINED - COPILOT/SECOND PILOT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
5. STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - ROADWAY/HIGHWAY

-----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. - 1394	6/20/88	DUQUETTE, MN	A/C Reg. No. N17BL	Time (Lcl) - 0930 CDT
-----------------	---------	--------------	--------------------	-----------------------

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

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

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

Make/Model - ANDERSON-TUCKER EVANS VP-1	Eng Make/Model - VOLKSWAGEN 1600 CC	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 60 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	MOOSE LAKE, MN	PRIVATE STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 75
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 - 76	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 491
SE LAND	Months Since - 8	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON THE INITIAL FLIGHT OF THIS AMATEUR BUILT AIRCRAFT THE PILOT LOWERED THE NOSE AFTER LIFTOFF TO ALLOW THE AIRCRAFT TO ACCELERATE. HOWEVER, THE AIRCRAFT SETTLED AND THE PILOT WAS UNABLE TO KEEP THE AIRCRAFT FROM COLLIDING WITH TREES.

Brief of Accident (Continued)

File No. - 1394

6/20/88

DUQUETTE, MN

A/C Reg. No. N17BL

Time (Lcl) - 0930 CDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
 2. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1396 7/30/88 BUFFALO LAKE, MN A/C Reg. No. N173HA Time (Lc1) - 1015 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
DESTROYED
Fire NONE

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

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

Make/Model - HILLER UH-12E
Landing Gear - SKID
Max Gross Wt - 3100
No. of Seats - 3

Eng Make/Model - LYCOMING VO-540-C2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 305 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- 350/004 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Age - 41

Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 7565	Last 24 Hrs - 10
Make/Model- 3258	Last 30 Days- 50
Instrument- UNK/NR	Last 90 Days- 190
Multi-Eng - 4	Rotorcraft - 4963

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE HELICOPTER LIFTED OFF, THE LEFT TAIL ROTOR CABLE SEPARATED. DIRECTIONAL CONTROL WAS LOST AND THE AIRCRAFT COLLIDED WITH THE TERRAIN. THE PILOT REPORTED NO INJURIES, HOWEVER THE HELICOPTER SUSTAINED SUBSTANTIAL DAMAGE. AN INSPECTION OF THE LEFT TAIL ROTOR CABLE REVEALED A SEPARATION 67 INCHES AFT OF THE FORWARD CLEVIS IN AN AREA OF A PULLEY UNDER THE ENGINE. AN INSPECTION OF THE RIGHT TAIL ROTOR CABLE DISCLOSED WEAR AND FRAYING AT THE SIMILAR LOCATION.

Brief of Accident (Continued)

File No. - 1396

7/30/88

BUFFALO LAKE, MN

A/C Reg. No. N173HA

Time (Lc1) - 1015 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CABLE - WORN
2. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CABLE - FAILURE, TOTAL
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF

Occurrence #3 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. - 1400 8/05/88 INT'L FALLS, MN A/C Reg. No. N1744E Time (Lc1) - 2028 CDT

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

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

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

Make/Model - CHAMPION 7CCM	Eng Make/Model - CONTINENTAL C-90-8F	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 240/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1257
SE LAND,ME LAND,SE SEA	Months Since - 14	Make/Model- 508
	Aircraft Type - C-310	Instrument- 22
		Multi-Eng - 78
		Last 24 Hrs - 5
		Last 30 Days- 40
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THERE WERE NO EYEWITNESSES TO THIS ACCIDENT. THE AIRCRAFT WITH AN INSTRUCTOR AND STUDENT ABOARD WAS REPORTED MISSING. WHEN LOCATED THE SEAPLANE HAD DESCENDED INTO A WOODED SWAMP AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND BOTH OCCUPANTS RECEIVED FATAL INJURIES. INSPECTION OF THE AIRCRAFT REVEALED AN INTACT FUEL SYSTEM WITH NO FUEL PRESENT IN THE TANK, LINES OR CARBURETOR BOWL.

Brief of Accident (Continued)

File No. - 1400

8/05/88

INT'L FALLS, MN

A/C Reg. No. N1744E

Time (Lcl) - 2028 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)
 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND(CFI)
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1270 8/07/88 JACOBSON,MN A/C Reg. No. N11RA 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

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

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

Make/Model - CESSNA T337D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4500
No. of Seats - 5

Eng Make/Model - CONTINENTAL TS10-360-A
Number Engines - 2
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 - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
GRAND RAPIDS,MN
Destination
ANOKA,MN

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 - 39

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	405	Last 24 Hrs -	4
Make/Model-	37	Last 30 Days-	37	
Instrument-	63	Last 90 Days-	59	
Multi-Eng -	55	Rotorcraft -	0	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE CLIMB FROM TAKEOFF, THE FRONT ENGINE SUSTAINED A TOTAL POWER LOSS DUE TO A FUEL LEAK. THE PILOT SECURED THE ENGINE, HOWEVER WAS UNABLE TO MAINTAIN ALTITUDE, LOSING ABOUT 50 FT PER MINUTE. DUE TO A THUNDERSTORM AT THE DEPARTURE AIRPORT, HE ELECTED TO CONDUCT AN EMERGENCY LANDING IN A FIELD. HE REPORTED DOWNDRAFTS AND WINDSHIFTS WHICH FORCED THE LANDING TO BE LONG. DURING ROLLOUT THE AIRCRAFT STRUCK AN EMBANKMENT.

Brief of Accident (Continued)

File No. - 1270

8/07/88

JACOBSON,MN

A/C Reg. No. N11RA

Time (Lcl) - 1530 CDT

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

Finding(s)

1. 1 ENGINE -
2. FUEL SYSTEM,FUEL CONTROL - LEAK

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

4. WEATHER CONDITION - THUNDERSTORM
5. WEATHER CONDITION - UNFAVORABLE WIND
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

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) 2,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1258 5/28/88 BISMARK,MO A/C Reg. No. N8122V Time (Lcl) - 2030 CDT

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

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

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

Make/Model - CESSNA 172K	Eng Make/Model - CONTINENTAL IO-360-CCK	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BISMARK,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OFF AIRPORT
Wind Dir/Speed- 180/008 KTS	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 - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1464
SE LAND	Months Since - 18	Make/Model- 25
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 30
		Last 90 Days- 108
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT AIRCRAFT WAS OBSERVED MAKING SEVERAL LOW PASSES OVER LAKE BISMARK NEAR BISMARK, MISSOURI. WITNESSES STATED THAT, FOLLOWING THE LAST PASS, THE AIRCRAFT CONTACTED THE WATER AND SANK. THE PILOT'S BLOOD ALCOHOL CONTENT WAS ANALYZED AS .14 PERCENT FOLLOWING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1258

5/28/88

BISMARK,MO

A/C Reg. No. N8122V

Time (Lc1) - 2030 CDT

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

Finding(s)

1. BUZZING - PERFORMED - PILOT IN COMMAND
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
5. TERRAIN CONDITION - WATER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1259 7/19/88 POPLAR BLUFF, MO A/C Reg. No. N8706H Time (Lcl) - 1715 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	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
					0

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

Make/Model - GRUMMAN 164A	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	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- 190/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 1700 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3200
SE LAND	Months Since - 3	Make/Model- UNK/NR
	Aircraft Type - C-172	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 EXPERIENCED AN ENGINE FAILURE WHILE ATTEMPTING TO LAND DURING AN AERIAL APPLICATION FLIGHT. ALTITUDE WAS NOT ADEQUATE TO SELECT A SUITABLE FORCED LANDING AREA. THE AIRCRAFT IMPACTED IN A PIPELINE RIGHT OF WAY AND CAME TO REST IN A SMALL STREAM, INVERTED. EXAMINATION OF THE ENGINE REVEALED THAT THE CARBURETOR FLOAT SUPPORT BRACKET SHAFT WAS LOOSE.

Brief of Accident (Continued)

File No. - 1259

7/19/88

POPLAR BLUFF, MO

A/C Reg. No. N8706H

Time (Lcl) - 1715 CDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR FLOAT - LOOSE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - WATER

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1217 8/09/88 MACOMB, MO A/C Reg. No. N4503U Time (Lcl) - 1030 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	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-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

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

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

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 140/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 5500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BUFFALO, MO
Destination
MOUNTAIN GROVE, MO

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 900	Last 24 Hrs	- 6
Make/Model-	900	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	120
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD BEEN FLOWN 235 NAUTICAL MILES THE PREVIOUS DAY WITHOUT RE-FUELING. THE PIC STATED HE THOUGHT THAT HE COULD REACH HIS NEXT FUEL STOP WITHOUT REFUELING AT THE DEPARTURE ARPT. THE PIC STATED HE FLEW THE ACFT IN THAT GEN DIRCTN FOR ABT 1 HOUR. AT THE END OF THE HR, THE PIC STATED THAT THE ENG QUIT AND A LNDG WAS MADE TO AN OPEN FIELD. THE PIC FURTHER STATED HE DID NOT VISUALLY CHK THE FUEL TANKS FOR QUANTITY BEFORE THE FLIGHT, ASSUMING THE 60 NM FLT WOULD BE SUCCESSFUL WITH THE QUANTITY HE THOUGHT WAS AVAILABLE.

Brief of Accident (Continued)

File No. - 1217

8/09/88

MACOMB,MO

A/C Reg. No. N4503U

Time (Lc1) - 1030 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1219 8/13/88 SPRINGFIELD,MO A/C Reg. No. N93437 Time (Lcl) - 1550 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -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 - ERCOUPE 415-C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1400
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- 190/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
OZARK,MO

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

HOGUE FARM
Runway Ident - UNK/NR
Runway Lth/Wid - 1600/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - 415-C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1029
Make/Model- 272
Instrument- 38
Multi-Eng - 29
Last 24 Hrs - 2
Last 30 Days- 15
Last 90 Days- 59

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO DEPART A 1600 FT SOD RUNWAY, THE PIC SAID HE WAS UNABLE TO GET AIRBORNE AND ELECTED TO ABORT THE TAKEOFF. UNABLE TO STOP, HE WENT THROUGH A FENCE, SUBSTANTIALLY DAMAGING BOTH WINGS. THE PLT RECOMMENDED NOT TRYING TO TAKEOFF FROM A SHORT FIELD WITH A HIGH DENSITY ALTITUDE PREVAILING. THE DENSITY ALTITUDE WAS COMPUTED TO BE 3500 FEET WITH AN OUTSIDE AIR TEMPERATURE OF 90 DEGREES.

Brief of Accident (Continued)

File No. - 1219

8/13/88

SPRINGFIELD, MO

A/C Reg. No. N93437

Time (Lc1) - 1550 CDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3. OBJECT - FENCE
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1213	8/26/88	FREEBURG, MO	A/C Reg. No. N3171Z	Time (Lcl) - 1515 CDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-PERSONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0
Accident Occurred During	-LANDING		Pass 0	0
				Minor 0
				None 1
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- PIPER PA-22	Eng Make/Model	- LYCOMING O-320-A1A	
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	
Max Gross Wt	- 2000	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 150 HP	
			ELT Installed/Activated - YES/YES	
			Stall Warning System - NO	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP	
Method	- N/A	CALIFORNIA, MO		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	FREEBURG, MO	KEILTY PRIVATE	
Wind Dir/Speed	- 030/005 KTS	ATC/Airspace	Runway Ident - 03	
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP	
Obstructions to Vision	- NONE		Runway Surface - GRASS/TURF	
Precipitation	- NONE		Runway Status - DRY	
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 34	Medical Certificate - EXPIRED		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - UNK/NR	Total - 102	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - UNK/NR	Make/Model - 102	Last 30 Days - UNK/NR	
	Aircraft Type - UNK/NR	Instrument - 1	Last 90 Days - UNK/NR	
		Multi-Eng - 0	Rotorcraft - 0	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
WHILE ATTEMPTING TO LAND ON A FARM PASTURE THAT THE PLT HAD PREVIOUSLY WALKED OVER TO CHECK, THE AIRCRAFT NOSE WHEEL COLLAPSED, FOLLOWED BY A NOSE OVER. THE AIRCRAFT LANDED NOSE LOW WITH NO FLAPS AND DUG INTO THE GRASS RUNWAY.				
<hr/>				

Brief of Accident (Continued)

File No. - 1213

8/26/88

FREEBURG, MO

A/C Reg. No. N3171Z

Time (Lcl) - 1515 CDT

Occurrence #1 NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1351 9/10/88 WARRENSBURG, MO A/C Reg. No. N1462F Time (Lcl) - 1530 CDT

-----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	1
Pass		0	0	0	0

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

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

Eng Make/Model - 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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/015 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SKY HAVEN
Runway Ident - 18
Runway Lth/Wid - 3900/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 68
Make/Model- 10
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 9
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING STOP AND GO LDGS, THE STUDENT LOST DIRECTIONAL CONTROL. THE TAKEOFF WAS ATTEMPTED WITH A LEFT CROSSWIND. THE ACFT VEERED TO THE LEFT, OFF THE RUNWAY, AND HIT AN EMBANKMENT. THE NOSE AND LEFT MAIN GEARS, THE PROPELLER, AND FUSELAGE WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1351

9/10/88

WARRENSBURG, MO

A/C Reg. No. N1462F

Time (Lcl) - 1530 CDT

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1350 9/25/88 CAMERON, MO A/C Reg. No. N2866Q Time (Lcl) - 1700 CDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</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 CAMERON, MO</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>FARM PASTURE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
--	---	---

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 83	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT SAID HE WAS PRACTICING SHORT FIELD TAKEOFFS FROM HIS PASTURE, WHEN HE STALLED SHORTLY AFTER TAKEOFF. THE AIRCRAFT FELL UNCONTROLLED TO THE TERRAIN CAUSING SUBSTANTIAL DAMAGE TO THE WINGS, FUSELAGE AND NOSE GEAR.

Brief of Accident (Continued)

File No. - 1350

9/25/88

CAMERON,MO

A/C Reg. No. N2866Q

Time (Lcl) - 1700 CDT

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

Finding(s)

1. LIFT-OFF - PREMATURE - 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. - 1333	10/22/88	BLUE SPRINGS, MO	A/C Reg. No. N50932	Time (Lcl) - 1330 CDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious
Type of Operation - PERSONAL		Fire	Crew	Minor
Flight Conducted Under -14 CFR 91		NONE	Pass	None
Accident Occurred During -CRUISE			0	0
			0	0
				1
				3
-----Aircraft Information-----				
Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES		
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR			
No. of Seats - 4	Rated Power - 160 HP			
-----Environment/Operations Information-----				
Weather Data	Itinerary	Airport Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP		
Method - N/A	GRAIN VALLEY, MO			
Completeness - N/A	Destination	Airport Data		
Basic Weather - VMC	LOCAL			
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - N/A		
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A		
Lowest Sky/Clouds - 4000 FT SCATTERED	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 - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 456	Last 24 Hrs - 1	
SE LAND	Months Since - 3	Make/Model- 101	Last 30 Days- 1	
	Aircraft Type - UNK/NR	Instrument- 79	Last 90 Days- 6	
		Multi-Eng - UNK/NR	Rotorcraft - 221	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PLT SAID, WHILE CRUISING OVER A WATER RESERVOIR AT ABOUT 500 FEET AGL, HE COLLIDED WITH TWO WATERFOWL, BELIEVED TO BE GEESE. ONE STRUCK THE WING TIP, THE OTHER NEAR THE WING ROOT. ACFT CONTROL REMAINED CONSTANT WITH NO CONTROL PROBLEMS ENCOUNTERED, AND THE PLT WAS ABLE TO RETURN TO THE AIRPORT AND LAND WITHOUT FURTHER INCIDENT.				

Brief of Accident (Continued)

File No. - 1333

10/22/88

BLUE SPRINGS, MO

A/C Reg. No. N50932

Time (Lcl) - 1330 CDT

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

Finding(s)

1. OBJECT - BIRD(S)

-----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. - 1332 11/03/88 LINN,MO A/C Reg. No. N6287E Time (Lcl) - 0900 CST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WASHINGTON,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LINN TECH
Wind Dir/Speed- 110/007 KTS		Runway Ident - 17
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 900/ 60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Ceiling -	Type of Clearance - NONE	Runway Status - ROUGH
Obstructions to Vision- UNK/NR	Type Apch/Lndg - FULL STOP	
Precipitation - UNK/NR		
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 - 117
SE LAND	Months Since - 13	Last 24 Hrs - 1
	Aircraft Type - C-150	Make/Model- 11
		Last 30 Days- 4
		Instrument- 4
		Last 90 Days- 5
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND CROSSWIND ON A 900 FOOT LONG DIRT RUNWAY, THE PILOT DECIDED HE WAS TOO HIGH AND HAD EXCESSIVE AIRSPEED. HE ATTEMPTED TO MAKE A GO AROUND. HOWEVER, HE WAS UNABLE TO CLEAR A DIRT EMBANKMENT AND STRUCK THE NOSE WHEEL. UNAWARE OF THE EXTENT OF DAMAGE TO THE NOSEGEAR, HE CONTINUED HIS CLIMB OUT AND RE-ENTERED THE TRAFFIC PATTERN FOR AN ALTERNATE RUNWAY, LANDING INTO THE WIND. DURING THE ROLLOUT, THE NOSEGEAR COLLAPSED AND THE ACFT NOSED DOWN, SUSTAINING DAMAGE TO THE PROPELLER AND LEFT WING.

Brief of Accident (Continued)

File No. - 1332

11/03/88

LINN,MO

A/C Reg. No. N6287E

Time (Lcl) - 0900 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PLANNED APPROACH - POOR - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. TERRAIN CONDITION - DIRT BANK

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR ASSEMBLY - COLLAPSED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1355 7/18/88 MOORHEAD, MS A/C Reg. No. N23640 Time (Lcl) - 1800 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
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

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

Make/Model	- AIR TRACTOR AT-301	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- UNK/NR	ATC/Airspace	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- N/A
Lowest Ceiling	- 10000 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 3160
SE LAND	Months Since - 17	Make/Model	- 1000
	Aircraft Type - C-182	Instrument	- 11
		Last 24 Hrs	- 8
		Last 30 Days	- 150
		Last 90 Days	- 225

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON AN AERIAL APPLICATION FLT DURING THE GROUND ROLL THE WIND CHANGED FROM A HEADWIND TO A TAILWIND. THE PLT DUMPED THE LOAD OF CHEMICAL IN AN ATTEMPT TO CLIMB BUT THE ACFT CRASHED INTO A FISH POND.

Brief of Accident (Continued)

File No. - 1355

7/18/88

MOORHEAD, MS

A/C Reg. No. N23640

Time (Lcl) - 1800 CDT

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 - TAILWIND
3. LOAD JETTISON - ATTEMPTED -

-----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. - 1214 7/19/88 GLENDIVE, MT A/C Reg. No. N111CD Time (Lcl) - 1720 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	1

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

Make/Model - ENSTROM 280C	Eng Make/Model - LYCOMING HIO-360-EIAD	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GLENDIVE, MT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 310/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 4201
SE LAND, ME LAND	Months Since - 4	Make/Model- 90
HELICOPTER	Aircraft Type - 280C	Instrument- 967
		Multi-Eng - 1824
		Last 24 Hrs - 6
		Last 30 Days- 49
		Last 90 Days- 150
		Rotorcraft - 105

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS HOVERING ALONG A RIDGE LINE, HEADING SW. HE REPORTED THE WIND WAS FROM 310 DEG AT 15, GUSTING TO 20 KTS. DURING A RIGHT HOVERING TURN, THE PLT SAID HE NOTICED A LOSS OF ENG RPM. ATTEMPTS TO REGAIN THE RPM WERE TO NO AVAIL. THE PLT PERFORMED A PRECAUTIONARY LANDING IN A GULLEY. AT TOUCHDOWN THE HELICOPTER ENTERED DYNAMIC ROLLOVER TO THE LEFT. THE COMPUTED DENSITY ALTITUDE WAS APRX 4000 FT. A POST ACCIDENT INSPECTION AND ENG RUN FAILED TO REVEAL ANY MECHANICAL FACTORS THAT WOULD EXPLAIN THE REPORTED LOSS OF RPM.

Brief of Accident (Continued)

File No. - 1214

7/19/88

GLENDIVE, MT

A/C Reg. No. N111CD

Time (Lc1) - 1720 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - CROSSWIND
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE, HELICOPTER HOVER PERFORMANCE - EXCEEDED
5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

Brief of Accident

File No. - 1252 9/02/88 HAMILTON, MT A/C Reg. No. N9436P Time (Lcl) - 1300 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-24-260C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING TIO-540-R1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
CONCORD, CA
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 - GRASS/TURF
Runway Status - HIGH VEGETATION

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

Pilot-In-Command

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

Age - 59

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - PA-24

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

Total	- 493	Last 24 Hrs	- 4
Make/Model	- 200	Last 30 Days	- 5
Instrument	- UNK/NR	Last 90 Days	- 10
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS DESCENDING TO THE DESTINATION ARPT AT THE CONCLUSION OF A 3.5 HR X-COUNTRY FLIGHT. THE PLT SAID HE SELECTED THE RIGHT MAIN FUEL TANK AND FLEW UNTIL THE "FUEL WAS LOW TO THE POINT OF EXHAUSTION." DURING A RIGHT TURN, WITH THE GEAR EXTENDED, THE ENGINE LOST POWER. ALL SUBSEQUENT EFFORTS TO RESTORE POWER FAILED. THE PLT ATTEMPTED TO GLIDE TO THE AIRPORT, AND RETRACTED THE LANDING GEAR, BUT WAS FORCED TO LAND IN A FIELD SHORT OF THE RUNWAY. THE ACFT IMPACTED WHEELS UP, AND SKIDDED 60 YARDS PRIOR TO COMING TO REST. THE PLT FELT THAT THE ELECTRIC FUEL BOOST PUMP FAILED TO PROVIDE FUEL FAST ENOUGH AND CONTRIBUTED TO THE ACCIDENT. A POST ACCIDENT INSPECTION BY AN FAA INSPECTOR FAILED TO REVEAL ANY PRE-ACCIDENT FAILURE OR MALFUNCTION. NO FUEL WAS FOUND IN THE RIGHT MAIN TANK.

Brief of Accident (Continued)

File No. - 1252

9/02/88

HAMILTON,MT

A/C Reg. No. N9436P

Time (Lc1) - 1300 MDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. GEAR RETRACTION - INTENTIONAL - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1380 1/18/88 BARNARDSVILLE, NC A/C Reg. No. N55WP Time (Lc1) - 1540 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

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

Wind Dir/Speed- 330/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TUSCALOOSA, AL

Destination

RALEIGH-DURHAM, NC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA

Age - 25

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 970

Make/Model- 54

Instrument- 113

Multi-Eng - 63

Last 24 Hrs - UNK/NR

Last 30 Days- 1

Last 90 Days- 3

Rotorcraft - 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED AN IN-FLT STRUCTURAL FAILURE DURING A PERSONAL FLT. JUST PRIOR TO THE BREAK-UP OF THE ACFT THE PLT MADE A MAYDAY RADIO CALL STATING "THE TRIM IS OUT, BREAKING UP" AND RADAR CONTACT WAS LOST. THE FLT WAS ASSIGNED AN ALT OF 9000 FT BUT THE WRECKAGE DISTRIBUTION DEPICTS A BREAK UP AT 5400 FT MSL OR APRX 1500 FT AGL. A WITNESS REPORTED THE ACFT COMING OVER A MOUNTAIN RIDGE POINTED UP IN AN ALMOST VERTICAL CLIMB. A LOUD BOOM WAS HEARD AND DEBRIS BEGAN TO FALL. THE ACFT FELL NOSE DOWN. THE LAST RADIO TRANSMISSION ALSO CONTAINS THE SOUND OF A STALL WARNING HORN. ONE OF THE OWNERS OF THE ACFT STATED THAT HE FLEW THE ACFT ON 1/6/88 AND USED BOTH MANUAL AND ELEC TRIM WITH NO PROBLEMS. EVEN IN CASE OF MALFUNCTION THE PLT SHOULD BE ABLE TO OVERPOWER THE ELEC TRIM. A PLT FLYING IN THE ACC AREA AT THE SAME TIME REPORTED NO TURBULENCE.

Brief of Accident (Continued)

File No. - 1380

1/18/88

BARNARDSVILLE, NC

A/C Reg. No. N55WP

Time (Lcl) - 1540 EST

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

Finding(s)

1. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1271

5/10/88

RAEFORD, NC

A/C Reg. No. N5678B

Time (Lcl) - 0847 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	4	0

Type of Operation - SKYDIVING
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 - 2550
No. of Seats - 1

Eng Make/Model - CONTINENTAL O-470-L
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- UNK/NR
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RAEFORD MUNICIPAL
Runway Ident - 04
Runway Lth/Wid - 3400/ 60
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 26

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 824	Last 24 Hrs	- 4
Make/Model	- 403	Last 30 Days	- UNK/NR
Instrument	- 11	Last 90 Days	- 50
Multi-Eng	- 350		

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE LOST POWER SHORTLY AFTER TAKEOFF, AT 100-200 FT AGL. A WITNESS REPORTED HEARING THE ENGINE BACKFIRE SEVERAL TIMES BEFORE IT LOST POWER COMPLETELY. THE AIRPLANE CRASHED SHORTLY THEREAFTER, AS THE PILOT WAS ATTEMPTING TO RETURN TO THE ARPT. EXAM OF THE ENGINE REVEALED THAT THE IGNITION HARNESSSES AND SEVERAL SPARK PLUGS WERE IN POOR CONDITION: SEVERAL IGNITION LEADS WERE DETERIORATED; 3/4 OF ALL LEADS WERE IMPROPERLY CONNECTED TO THE MAGNETOS. THE SPARK PLUGS FIRED INTERMITTENTLY AND BROKE DOWN UNDER PRESSURE, WHEN OPERATIONALLY TESTED. OTHER EVIDENCE OF POOR MAINTENANCE WAS ALSO FOUND, INCLUDING WATER CONTAMINATION IN THE CARB BOWL AND A DETERIORATED CARB ACCELERATOR PUMP. THE AIRPLANE UNDERWENT A 100 HR INSPECTION 4 MONTHS/128 FLT HRS BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1271

5/10/88

RAEFORD, NC

A/C Reg. No. N5678B

Time (Lcl) - 0847 EDT

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

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM - DETERIORATED
2. MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MGMT
3. MAINTENANCE, 100 HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
4. IGNITION SYSTEM - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING

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) 2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1236 5/23/88 WHITEVILLE, NC A/C Reg. No. N41886 Time (Lcl) - 2027 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - ERCOUPE 415-C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1260
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OCEAN ISLE BCH, NC
Destination
WHITEVILLE, NC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 38

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 37	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT THE ENGINE BEGAN TO SKIP AND LOSE PWR ABOUT 20 MINUTES AFTER DEPARTURE. THE ENGINE SUBSEQUENTLY LOST ALL PWR AND THE STUDENT MADE A FORCED LDG IN A PLOWED FIELD. THE AIRPLANE NOSED OVER DURING THE LDG. POST-CRASH EXAM OF THE AIRPLANE REVEALED THE PRESENCE OF ABOUT 2 OZ OF WATER IN THE FUEL STRAINER. IN ADDITION, BITS OF METAL WERE FOUND IN THE CARBURETOR IN THE MAIN METERING JET PASSAGEWAY. THE SOURCE OF THE METAL BITS COULD NOT BE DETERMINED. THE METAL BITS WERE TOO LARGE TO HAVE PASSED THROUGH THE FUEL STRAINER OR THE CARB FILTER SCREEN. THE AIRPLANE WAS FUELED W/ AUTO GAS WHICH WAS OBTAINED AT THE DEPARTURE ARPT. THE USE OF AUTO GAS IN THE AIRPLANE WAS STC-APPROVED. THE AIRPLANE HAD BEEN OPERATED APPROX 123 HRS SINCE THE LAST ANNUAL INSPECTION, 7 MONTHS BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1236

5/23/88

WHITEVILLE, NC

A/C Reg. No. N41886

Time (Lc1) - 2027 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - CONTAMINATION
3. FLUID, FUEL - WATER
4. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

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) 1,2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1245 6/22/88 HORSE SHOE, NC A/C Reg. No. N1144B Time (Lcl) - 1840 EDT

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

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

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

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL C-90-12	ELT Installed/Activated - UNK/NR
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 - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FLETCHER, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2600
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A WITNESS REPORTED THAT HE WAS IRRIGATING A NEWLY CULTIVATED CORN FIELD WITH A SPRAY IRRIGATION MACHINE. HE HEARD AND THEN OBSERVED THE ACCIDENT AIRPLANE FLY THROUGH OR JUST OVER A GAP IN THE TREES AT THE NORTHEAST END OF THE FIELD. THE AIRPLANE PROCEEDED TO FLY THROUGH THE IRRIGATING SPRAY AND COLLIDED WITH POWER LINES 37.8 FEET ABOVE THE GROUND. AFTER THE COLLISION THE AIRPLANE BECAME INVERTED AND COLLIDED WITH THE GROUND IN A NEAR VERTICAL DESCENT. THE EVIDENCE INDICATED THAT THE ENGINE WAS CAPABLE OF PROVIDING ADEQUATE POWER FOR FLT.

Brief of Accident (Continued)

File No. - 1245

6/22/88

HORSE SHOE, NC

A/C Reg. No. N1144B

Time (Lc1) - 1840 EDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - ROADWAY/HIGHWAY

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1345 7/01/88 SPRING CREEK, NC A/C Reg. No. N1534V Time (Lcl) - 1250 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 310/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 27000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREENVILLE, SC
Destination
BOWLING GREEN, KY

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 - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 106
Make/Model- UNK/NR
Instrument- 25
Multi-Eng - 0
Last 24 Hrs - 1
Last 30 Days- 3
Last 90 Days- 9
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE BEGAN TO RUN ROUGH & LOSE POWER AS THE AIRPLANE CLIMBED THROUGH 9,000 FT MSL. SHE THEN SWITCHED FUEL TANKS AND MOVED THE MIXTURE TO FULL RICH, BUT THE ENGINE CONTINUED TO LOSE POWER. CARB HEAT WAS NOT USED AT ANY TIME. A FORCED LDG WAS SUBSEQUENTLY MADE IN A FIELD WHERE THE AIRPLANE COLLIDED WITH A UTILITY POLE AND A DITCH. POST-CRASH EXAM OF THE ENGINE REVEALED NO EVIDENCE OF PREEXISTING MECHANICAL FAILURE OR MALFUNCTION. EXAMINATION OF AN ICING PROBABILITY CHART REVEALED THAT THE REPORTED WX CONDITIONS IN THE AREA WERE FAVORABLE FOR THE FORMATION OF MODERATE CARBURETOR ICING AT CRUISE POWER. THE CESSNA 172M OWNER'S MANUAL NOTES THAT A GRADUAL LOSS IN RPM AND EVENTUAL ENGINE ROUGHNESS MAY RESULT FROM THE FORMATION OF CARB ICE, AND PRESCRIBES THE USE OF CARB HEAT TO CLEAR THE ICE.

Brief of Accident (Continued)

File No. - 1345

7/01/88

SPRING CREEK, NC

A/C Reg. No. N1534V

Time (Lcl) - 1250 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - UTILITY POLE
-

Occurrence #4 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1379	7/22/88	WINSTON-SALEM, NC	A/C Reg. No. N7942N	Time (Lcl) - 2121 EDT
-----------------	---------	-------------------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries		
Type of Operation - PERSONAL	Fire	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	ON GROUND	Crew 1	0	0
Accident Occurred During - TAKEOFF		Pass 3	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	MYRTLE BEACH, SC	SMITH REYNOLDS
Wind Dir/Speed- 170/004 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3938/ 150
Lowest Sky/Clouds - 18000 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 - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 160
SE LAND	Months Since - 12	Make/Model- 32
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

N7942N CRASHED INTO A BUILDING SHORTLY AFTER LIFTOFF FROM RUNWAY 21. THE PILOT WAS CLEARED FOR A LEFT TURNOUT OVER RUNWAY 33. A WITNESS ESTIMATED THAT THE AIRPLANE HAD REACHED 300 FEET WHEN THE PILOT LOST CONTROL AND CRASHED. THE INVESTIGATION FAILED TO DISCLOSE ANY MECHANICAL PROBLEMS. THE AIRPLANE WAS ESTIMATED TO HAVE BEEN OVER ITS DESIGNED GROSS WEIGHT FOR FLIGHT, AND WAS ALSO OUTSIDE THE FORWARD C.G. LIMITS.

Brief of Accident (Continued)

File No. - 1379

7/22/88

WINSTON-SALEM,NC

A/C Reg. No. N7942N

Time (Lc1) - 2121 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
 5. LIGHT CONDITION - DARK NIGHT
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - BUILDING(NONRESIDENTIAL)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1373	1/10/88	OLD BRIDGE, NJ	A/C Reg. No. N9317N	Time (Lcl) - 1645 EST
-----------------	---------	----------------	---------------------	-----------------------

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -LANDING			0	0
				Minor
				None
				1
				2

----Aircraft Information----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	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	ON AIRPORT
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OLD BRIDGE
Wind Dir/Speed- UNK/NR		Runway Ident - 24
Visibility - 25.0 SM	ATC/Airspace	Runway Lth/Wid - 3600/ 50
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type of Clearance - NONE	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 303
SE LAND	Months Since - 0	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 29
		Last 30 Days- UNK/NR
		Instrument- 50
		Last 90 Days- 5
		Multi-Eng - 6
		Rotorcraft - 167

Instrument Rating(s) - NONE

----Narrative----

THE FLIGHT MADE A NORMAL APPROACH AND TOUCHED DOWN ON RUNWAY 24. AS THE PILOT APPLIED PWR FOR TAKEOFF DUE TO THE HAZARDOUS RUNWAY CONDITIONS, THE PILOT LOST DIRECTIONAL CONTROL AND THE LEFT MAIN LANDING GEAR IMPACTED PLOWED SNOW AT THE EDGE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1373

1/10/88

OLD BRIDGE, NJ

A/C Reg. No. N9317N

Time (Lcl) - 1645 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ABORTED

Finding(s)

1. TERRAIN CONDITION - ICY
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ABORTED

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1364	1/14/88	HOLMDEL,NJ	A/C Reg. No. N3NJ	Time (Lcl) - 1114 EST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-AERIAL OBSERVATION	MINOR	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0
Accident Occurred During	-STANDING	NONE	Pass 0	1
			Minor	None
			0	0
-----Aircraft Information-----				
Make/Model	- BELL 206	Eng Make/Model	- ALLISON 250-C20J	ELT Installed/Activated - YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT	
No. of Seats	- 5	Rated Power	- 250 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- 330/014 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- N/A
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)		
COMMERCIAL	Current - YES	Total	- 1071	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 12	Make/Model	- 257	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 130	Last 90 Days- 85
		Multi-Eng	- 9	Rotorcraft - 310
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THE PILOT HAD JUST LANDED THE HELICOPTER FROM A SPEED SURVEY OF GARDEN STATE PARKWAY AND WAS IN IDLE. THE PASSENGER/POLICE OFFICER DEPLANED AND WALKED TO THE REAR OF THE AIRCRAFT AND WAS STRUCK BY THE TAIL ROTOR BLADE RECEIVING SERIOUS INJURIES.				

Brief of Accident (Continued)

File No. - 1364

1/14/88

HOLMDEL,NJ

A/C Reg. No. N3NJ

Time (Lc1) - 1114 EST

Occurrence #1 PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation STANDING - IDLING ROTORS

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PASSENGER

----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. - 1367	2/05/88	HAMMONTON, NJ	A/C Reg. No. N2126J	Time (Lcl) - 0745 EST
-----------------	---------	---------------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries		
	DESTROYED			
Type of Operation -BUSINESS	Fire	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0
Accident Occurred During -LANDING		Pass 0	0	0
				None 1

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SUMMIT, DE</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">HAMMONTON</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 3000/ 75</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;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 27</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - NO</p> <p style="padding-left: 20px;">Months Since - 26</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1652</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 3</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 116</td> <td>Last 90 Days- UNK/NR</td> </tr> <tr> <td>Multi-Eng - 240</td> <td></td> </tr> </table>	Total - 1652	Last 24 Hrs - UNK/NR	Make/Model- 3	Last 30 Days- UNK/NR	Instrument- 116	Last 90 Days- UNK/NR	Multi-Eng - 240	
Total - 1652	Last 24 Hrs - UNK/NR									
Make/Model- 3	Last 30 Days- UNK/NR									
Instrument- 116	Last 90 Days- UNK/NR									
Multi-Eng - 240										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE EXPERIENCED A POWER LOSS AFTER TAKEOFF AT ABOUT 100 FEET AGL NEAR THE END OF RWY 30. HE SAID THE ACFT STALLED AT TREETOP LEVEL, COLLIDED WITH TREES, AND CAME TO REST IN A NOSEDOWN ATTITUDE. THE PLT REPORTED THAT HE INITIATED THE FLT WITH THE LEFT TANK 1/4 FULL AND THE RIGHT TANK 3/4 FULL. EXAMINATION OF THE ACFT REVEALED NO MECHANICAL DISCREPANCIES. THE ENGINE RAN SATISFACTORILY IN A TESTRUN ON THE ACFT, WITH AN EXTERNAL FUEL SOURCE.

Brief of Accident (Continued)

File No. - 1367

2/05/88

HAMMONTON, NJ

A/C Reg. No. N2126J

Time (Lc1) - 0745 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
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. OBJECT - TREE(S)
4. STALL - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1368 2/05/88 WILLIAMSTOWN,NJ A/C Reg. No. N2352N Time (Lcl) - 1045 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	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 - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CROSS KEYS,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CROSS KEYS
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 27
Visibility - UNK/NR	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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2450
SE LAND	Months Since - 6	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 1670
		Instrument- 79
		Last 30 Days- UNK/NR
		Last 90 Days- 248
		Multi-Eng - 0.

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED RUNWAY 27 AT CROSS KEYS AIRPORT AND UPON REACHING 250 FEET ALTITUDE, THE ENGINE LOST POWER AND BEGAN VIBRATING. THE PILOT MANEUVERED TO RETURN TO THE AIRPORT BUT WAS UNABLE TO REACH IT. THE AIRCRAFT CRASHED IN A YARD ABOUT 1/2 MILE FROM THE AIRPORT. THE PLT HAD JUST PICKED UP THE AIRPLANE AFTER A 100-HOUR INSPECTION (WHICH INCLUDED A WASH) IN THE HOUR BEFORE THE ACCIDENT. HE HAD PURCHASED THE USED AIRPLANE ABOUT 1 WEEK EARLIER. EXAM OF THE ENGINE REVEALED THAT MOISTURE HAD PERMEATED THE IGNITION SYSTEM.

Brief of Accident (Continued)

File No. - 1368

2/05/88

WILLIAMSTOWN, NJ

A/C Reg. No. N2352N

Time (Lc1) - 1045 EST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM - WATER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1211 7/30/88 LORDSBURG, NM A/C Reg. No. N97395 Time (Lcl) - 1802 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	2
Flight Conducted Under	-14 CFR 91	Crew		0	0	0	0
Accident Occurred During	-TAKEOFF	Pass		0	0	0	0

-----Aircraft Information-----

Make/Model	- STINSON 108	Eng Make/Model	- FRANKLIN 150	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 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	PHOENIX, AZ	LORDSBURG MUNICIPAL
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 30
Lowest Sky/Clouds	- VFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 5000/ 50
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- ASPHALT
Condition of Light	- NONE	Runway Status
		- WET

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 1250
SE LAND, ME LAND	Months Since	Make/Model	- 7
	Aircraft Type	Instrument	- 325
		Multi-Eng	- 1100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF THE PLANE SWERVED TO THE LT AND THE PLT ABORTED THE TAKEOFF. ON THE SECOND TAKEOFF, THE AIRPLANE AGAIN SWERVED LT AND DEPARTED THE RWY. THE PLANE ENTERED LOOSE SAND OFF THE LT SIDE OF THE RWY AND NOSED OVER. THE PLT STATED THAT HE HAD MADE 10 TAKEOFFS AND LANDINGS IN THIS AIRPLANE. THE PLT SAID THAT HE FELT THE TAILWHEEL HAD STUCK OFF CENTER. A POST ACCIDENT INSPECTION BY AN FAA AIRWORTHINESS INSPECTOR REVEALED NO EVIDENCE TO EXPLAIN THE REPORTED LOSS OF DIRECTIONAL CONTROL.

Brief of Accident (Continued)

File No. - 1211

7/30/88

LORDSBURG, NM

A/C Reg. No. N97395

Time (Lcl) - 1802 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1240 8/24/88 LORDSBURG, NM A/C Reg. No. N6189H Time (Lcl) - 0715 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PARKER, AZ	Runway Ident - N/A
Wind Dir/Speed- 070/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - VFR	Runway Status - ROUGH
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 400
SE LAND	Months Since - 5	Last 24 Hrs - 8
	Aircraft Type - PA-28R	Make/Model- 200
		Last 30 Days- 75
		Last 90 Days- 150
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING TAKEOFF THE ACFT LOST POWER AT 150-200 FT AGL. PLT LANDED IN ROUGH TERRAIN. DURING LANDING THE LEFT WING AND LANDING GEAR SEPARATED. EXAMINATION REVEALED A FAILED EXHAUST VALVE GUIDE AND SOFT VALVE SPRINGS DUE TO BLOW-BY HEAT. AT THE TIME OF THE ACCIDENT THE ENGINE HAD ACCUMULATED 3571 HRS SINCE OVERHAUL AND 186 HRS SINCE ANNUAL INSPECTION. ACCORDING TO AVCO-LYCOMING SERVICE LETTER L201B, THE RECOMMENDED TIME FOR OVERHAUL IS 1800 HOURS.

Brief of Accident (Continued)

File No. - 1240

8/24/88

LORDSBURG, NM

A/C Reg. No. N6189H

Time (Lc1) - 0715 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, VALVE KEEPER - FAILURE, TOTAL
2. MAINTENANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1251 9/01/88 ANTELOPE WELLS, NM A/C Reg. No. N3184C Time (Lcl) - 1730 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-AMARILLO FLYING SERVICE	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- CESSNA 182RG	Eng Make/Model	- LYCOMING O-540-J3C5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	DEMING, NM		RANCH STRIP	
Wind Dir/Speed	- 320/005 KTS	ATC/Airspace		Runway Ident	- 32
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 5000/ 75
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- WET
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 5037	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 1	Make/Model - 269	Last 30 Days - 75
	Aircraft Type - A-36	Instrument - 254	Last 90 Days - 181
		Multi-Eng - 783	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT WAS FLYING THREE PASSENGERS TO BUY CATTLE. DURING TAKEOFF FROM A 5,000 X 75 FT, WET GRAVEL AIRSTRIP, THE PLT ELECTED TO USE ONLY THE LEFT SIDE OF THE RWY TO AVOID MUD. HE USED A SOFT FIELD TAKEOFF, WITH A NOSE HIGH ATTITUDE, WHICH LIMITED HIS FORWARD VISIBILITY. HE DID NOT NOTICE SEVERAL PILES OF GRAVEL ALONG THE LEFT SIDE OF THE RWY. JUST PRIOR TO LIFTOFF, THE LEFT MAIN GEAR HIT A PILE OF GRAVEL AND THE ACFT TURNED LEFT, DEPARTING THE RWY. THE UNDERSIDE OF THE FUSELAGE HIT ANOTHER PILE OF GRAVEL AND TORE A 3 FT LONG HOLE IN THE FUSELAGE. THE PILOT ABORTED THE TAKEOFF AND TAXIED BACK TO THE STARTING POINT. AFTER THE ACCIDENT THE PILOT NOTED THAT THE LEFT MAIN GEAR WAS PUSHED BACK AND THE GEAR MOUNT WAS DAMAGED. THE FUSELAGE WAS EXTENSIVELY WRINKLED.

Brief of Accident (Continued)

File No. - 1251

9/01/88

ANTELOPE WELLS,NM

A/C Reg. No. N3184C

Time (Lcl) - 1730 MDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 4. OBJECT - OTHER
-

-----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. - 1384 9/04/88 LAS CRUCES,NM A/C Reg. No. N90EH Time (Lcl) - 0830 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	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	1	2
			Other 0	0	1	0

-----Aircraft Information-----

Make/Model - THUNDER AX8-90	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 - 356	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	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 - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 548
	Months Since - 6	Last 24 Hrs - 2
FREE BALLOON	Aircraft Type - 0-77	Make/Model- 5
		Last 30 Days- 2
		Instrument- 0
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL BALLOON PLT WAS PARTICIPATING IN A BALLOON RALLY. DURING LANDING, THE PLT NOTICED THE BALLOON WAS DRIFTING TOWARD POWER LINES. HE ELECTED TO OPEN THE DEFLATION VALVE AT 30 FT AGL, TO ATTEMPT TO LAND SHORT OF THE LINES. THE BALLOON TOUCHED DOWN 50 FT FROM THE LINES AND CONTINUED TO BE DRAGGED TOWARD THEM. THE BASKET CAME TO REST 30 FT FROM THE LINES, AND AS THE PASSENGERS DEPARTED THE BASKET, THE ENVELOPE CAME IN CONTACT WITH THE POWER LINES. THE PYROMETER CABLE CARRIED CURRENT DOWN TO THE BASKET INJURING ONE PASSENGER AND THE GROUND CREWMAN.

Brief of Accident (Continued)

File No. - 1384

9/04/88

LAS CRUCES, NM

A/C Reg. No. N90EH

Time (Lc1) - 0830 MDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. 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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1284 10/09/88 ALBUQUERQUE, NM A/C Reg. No. N7228P Time (Lcl) - 1130 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	3	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-24-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 090/012 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PAGOSA SPRINGS, CO

Destination
ALBUQUERQUE, NM

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ALAMEDA
Runway Ident - 17
Runway Lth/Wid - 6080/ 80
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 59

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2089 Last 24 Hrs - 2

Make/Model- 70 Last 30 Days- 18

Instrument- 650 Last 90 Days- 50

Multi-Eng - 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT-RATED PAX TOLD PLT, CORONADO ARPT "IN SIGHT". PLT WAS SUSPICIOUS BECAUSE LORAN INDICATED ARPT WAS 3 MI AWAY BUT TRUSTED FORMER INSTRUMENT STUDENT'S JUDGMENT & LANDED AT CLOSED ALAMEDA ARPT INSTEAD OF CORONADO ARPT. CORONADO UNICOM HAD TOLD PLT "MULTIPLE BALLOONS IN AREA, FAVORING RWY 17." PLT SAW TWO BALLOONS WHILE ON FINAL APCH. THE PLT SAID HE SAW A "STARBURST" ON THE RWY BUT DIDN'T REALIZE IT WAS AN "X" PAINTED OVER THE NOS 17 ON THE RWY, INDICATING A CLOSED RUNWAY, UNTIL AFTER HE FLARED. PLT ABORTED LANDING & ATTEMPTED GO-AROUND. AS ACFT LIFTED OFF, PLT SAW HOT AIR BALLOON DIRECTLY AHEAD & VEERED RIGHT SHARPLY TO AVOID COLLISION. STALL WARNING HORN SOUNDED CONTINUOUSLY AS THE PLT TRIED TO MAINTAIN AIRSPEED, FLEW UNDER POWERLINES, HIT A CHAIN LINK FENCE, & CRASHED INTO A PARKED TRUCK TRAILER 1/4 MI FROM ARPT. CLOSED ARPT RWY WAS NOT PROPERLY MARKED AS SUGGESTED BY FAA ADVISORY CIRCULAR.

Brief of Accident (Continued)

File No. - 1284

10/09/88

ALBUQUERQUE,NM

A/C Reg. No. N7228P

Time (Lcl) - 1130 MDT

Occurrence #1 NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation LANDING - ABORTED

Finding(s)

1. AIRPORT FACILITIES, RUNWAY MARKING - INADEQUATE
2. AIRPORT OPERATIONS - DISCONTINUED - AIRPORT PERSONNEL
3. LANDED AT WRONG AIRPORT - ATTEMPTED - PILOT IN COMMAND
4. INFORMATION - INACCURATE - PASSENGER

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

5. MANEUVER - ATTEMPTED - PILOT IN COMMAND
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
9. OBJECT - FENCE
10. OBJECT - VEHICLE

-----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) 1,3,4,5,6

Brief of Accident

File No. - 1331 10/09/88 ALBUQUERQUE, NM A/C Reg. No. N3592C Time (Lcl) - 1130 MDT

-----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	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - RAVEN S-60A
Landing Gear - N/A
Max Gross Wt - 1600
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 360/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALBUQUERQUE, NM
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

FREE BALLOON

Age - 53
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- 266	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT, WITH TWO PAX ABOARD A HOT AIR BALLOON, PARTICIPATED IN THE 1988 ALBUQUERQUE, NM INTERNATIONAL BALLOON FIESTA. THE PLT SAID HE RECEIVED A WX BRIEFING AND THEN DEPARTED IN VFR WX CONDITIONS. AFTER APRX 45 MIN OF FLT, THE PLT SAID HE ENCOUNTERED UNPREDICTED ADVERSE WINDS. THE BALLOON BEGAN AN UNCONTROLLED DESCENT. HE SAID HE HIT THE GROUND SEVERAL TIME BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 1331

10/09/88

ALBUQUERQUE, NM

A/C Reg. No. N3592C

Time (Lc1) - 1130 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER EVALUATION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1370 2/11/88 EAST HAMPTON, NY A/C Reg. No. N52535 Time (Lcl) - 1250 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE
Crew 1
Pass 0

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
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/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 - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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)
ATP
SE LAND, ME LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3000	Last 24 Hrs	- UNK/NR
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng -	2000	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED EAST HAMPTON AIRPORT FOR A PLEASURE FLT. SHORTLY THEREAFTER, THE PILOT CALLED ON FREQUENCY 122.7 STATING THAT HE HAD STRUCK SOME BIRDS AND COULD NOT MAINTAIN CONTROL OF THE AIRCRAFT. THERE AS NO FURTHER TRANSMISSION AS TO HIS LOCATION, AND THE AIRCRAFT CRASHED IN THE OCEAN. THE PILOT IS PRESUMED FATAL. THE ONLY PART OF THE ACFT RECOVERED TO DATE IS THE HEAD REST. A BOAT IN THE AREA HAD HOOKED ON TO THE TAIL OF THE ACFT BUT COULD NOT HOLD IT. THE RESCUE EFFORT WAS DISCONTINUED DUE TO BAD WX. DIVERS REPORTED UNDERWATER VISIBILITY AS ZERO. THE ACFT CRASHED ABOUT 1 MILE OFFSHORE.

Brief of Accident (Continued)

File No. - 1370

2/11/88

EAST HAMPTON, NY

A/C Reg. No. N52535

Time (Lc1) - 1250 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)
1. OBJECT - BIRD(S)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1365 2/26/88 ALBANY, NY A/C Reg. No. N7243R Time (Lcl) - 2225 EST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-BROCKWAY AIR INC. (NY)	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-TAXI						10

-----Aircraft Information-----

Make/Model	- BEECH 1900	Eng Make/Model	- P & W PT-65B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 14000	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 1100 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	SARANAC LAKE, NY	ALBANY
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - NONE	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)
ATP	Current - YES	Total - 2900
SE LAND, ME LAND	Months Since - 0	Last 24 Hrs - 6
	Aircraft Type - 1900C	Make/Model - 1500
		Instrument - 300
		Last 30 Days - 80
		Last 90 Days - 300
		Multi-Eng - 2660

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BEECH 1900 WAS TAXIING OUT AT NIGHT UNDER THE CONTROL OF A GROUND TAXI DIRECTOR AND TWO WING WALKERS WHEN ITS TAIL MADE CONTACT WITH THE TAIL OF PARKED AND UNOCCUPIED B-737. BOTH PILOTS SAID THEY DID NOT SEE A STOP SIGNAL FROM THE TAXI DIRECTOR. THE WING WALKERS SAID THE TAXI DIRECTOR GAVE A STOP SIGNAL. INVESTIGATION SHOWED THAT THE TAXI DIRECTOR WAS USING TWO WANDS, ONE OF WHICH WAS NOT LIGHTED. IN ADDITION, THE COMPANY DID NOT HAVE A STANDARDIZED TRAINING PROGRAM FOR ITS GROUND PERSONNEL.

Brief of Accident (Continued)

File No. - 1365

2/26/88

ALBANY, NY

A/C Reg. No. N7243R

Time (Lc1) - 2225 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - GROUND PERSONNEL
3. OBJECT - AIRCRAFT PARKED
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - INADEQUATE - COMPANY/OPERATOR MGMT
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) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1237 2/09/88 SPRINGFIELD, OH A/C Reg. No. N823JS Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-COMMUTER

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	3	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BRITISH AEROSPACE 3101
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 14550
No. of Seats - 21

Eng Make/Model - GARRETT TPE-331-10UF
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 940 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 270/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 1700 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DAYTON, OH
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
ON AIRPORT

Airport Data

BECKLEY MUNI
Runway Ident - 24
Runway Lth/Wid - 8999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND

Age - 45

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - BA-3101

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8670	Last 24 Hrs	- 4
Make/Model-	1030	Last 30 Days-	21
Instrument-	1400	Last 90 Days-	84
Multi-Eng	- UNK/NR	Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A COMPANY DESIGNATED INSTR AND TWO F/O TRAINEES WERE CONDUCTING A FAR 135 TRNG FLT. THE THIRD APCH WAS TERMINATED WITH A GO-AROUND INITIATED OVER THE RWY THRESHOLD AT ABOUT 50 FT. AFTER CLIMBING TO ABOUT 150 FT, THE ACFT WAS OBSERVED TO OSCILLATE IN YAW, FOLLOWED BY PITCH, AND THEN ROLL TO THE RIGHT. THE ACFT IMPACTED IN A NEAR-VERTICAL DESCENT ATTITUDE. THE INVESTIGATION REVEALED THAT THE RIGHT ENGINE WAS OPERATING, BUT AT REDUCED POWER. THE LEFT ENGINE WAS AT FULL POWER. THERE WAS NO INDICATION OF ACFT SYSTEM MALFUNCTION OR FAILURE. COMPANY PILOTS INDICATED THAT THE CAPT HAD A HISTORY OF DEMEANING COCKPIT BEHAVIOR AND ROUGHNESS WITH STUDENTS. THE F/O, WAS SMALL IN STATURE AND HAD 100 HRS OF MULTI-ENG TIME AND NO TURBOPROP TIME. COMPANY PILOTS REPORTED THE F/O TRAINEE WAS CONSISTENTLY BEHIND THE ACFT IN PRIOR FLIGHTS. EXAM OF THE ACFT REVEALED THE FLAPS IN THE RETRACTED POSITION CONTRARY TO ACFT HANDBOOK. COMPANY PILOTS FURTHER INDICATED THE CAPT HAD HISTORY OF REQUIRING LOW ALTITUDE 1-ENG GO-AROUNDS AND DELAYING OFFERS OF ASSISTANCE TO STUDENTS.

Brief of Accident (Continued)

File No. - 1237

2/09/88

SPRINGFIELD, OH

A/C Reg. No. N823JS

Time (Lcl) - 1500 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
3. AIRCRAFT CONTROL - NOT MAINTAINED - DUAL STUDENT
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
5. LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
6. EXCESSIVE WORKLOAD (TASK OVERLOAD) - DUAL STUDENT
7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
8. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,8

Factor(s) relating to this accident is/are finding(s) 1,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1328 2/12/88 TULSA,OK A/C Reg. No. N669ST Time (Lcl) - 1322 CST

-----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 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SKYAT00K,OK

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

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 23

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	371	Last 24 Hrs	- UNK/NR
Make/Model	-	330	Last 30 Days	- UNK/NR
Instrument	-	46	Last 90 Days	- 186
Multi-Eng	-	31		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOTS EXPERIENCED A SUDDEN TOTAL AND COMPLETE LOSS OF ENGINE POWER DURING CLIMBOUT AFTER REOFF. SUITABLE TERRAIN FOR A SAFE LANDING WAS NOT AVAILABLE AND THE AIRCRAFT WAS DAMAGED DURING LANDING ON A GOLF COURSE. EXAMINATIONS OF THE AIRCRAFT AND ENGINE FAILED TO SHOW THE CAUSE OF THE ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 1328

2/12/88

TULSA,OK

A/C Reg. No. N669ST

Time (Lcl) - 1322 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN
2. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1327 2/19/88 WASHINGTON,OK A/C Reg. No. N9331T Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire
NONE

-----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- 320/013 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

PARADISE

Runway Ident - 35

Runway Lth/Wid - 4000/ 150

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 25

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 12 Last 24 Hrs - 7

Make/Model- 12 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT RECEIVED DUAL INSTRUCTION IN CROSSWIND TAKEOFFS AND LANDINGS AFTER WHICH THE INSTRUCTOR PILOT DEPLANED TO OBSERVE THE STUDENT. THE STUDENT LOST DIRECTIONAL CONTROL ON THE FIRST TAKEOFF ATTEMPT AND THE AIRCRAFT COLLIDED WITH A DITCH AFTER RUNNING OFF THE LEFT SIDE OF THE RUNWAY. THE INSTRUCTOR REPORTED SURFACE WINDS OF 8 TO 10 KNOTS.

Brief of Accident (Continued)

File No. - 1327

2/19/88

WASHINGTON, OK

A/C Reg. No. N9331T

Time (Lc1) - 1500 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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. - 1321	4/28/88	LAMONT, OK	A/C Reg. No. N2645F	Time (Lcl) - 1830 CDT
-----------------	---------	------------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - CESSNA 182J	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	GREAT BEND, KS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 135	Last 24 Hrs - 4
SE LAND	Months Since - 0	Make/Model- 43	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 10
		Multi-Eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL WHILE LANDING ON AN ASPHALT ROADWAY NEAR HIS RESIDENCE. THE NOSE WHEEL DUG INTO ADJACENT SOFT TERRAIN AND THE AIRCRAFT TIPPED OVER. THE ROAD WAS NOT IN USE BY AUTO TRAFFIC BECAUSE A BRIDGE WAS OUT OF SERVICE. IT WAS CONSIDERED TO BE A SUITABLE LANDING SITE THAT HAD BEEN USED BY OTHER AIRCRAFT.

Brief of Accident (Continued)

File No. - 1321

4/28/88

LAMONT,OK

A/C Reg. No. N2645F

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1312	6/01/88	HINTON,OK	A/C Reg. No. N25352	Time (Lc1) - 1800 CDT
-----------------	---------	-----------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BETHANY,OK	RED ROCK
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 300	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 16	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED BETHANY, OKLAHOMA ON A LOCAL PLEASURE FLIGHT WITH THE FUEL TANKS SLIGHTLY LESS THAN 1/2 FULL. AFTER ABOUT A 1.5 HOUR FLIGHT, HE LANDED AT THE RED ROCK AIRPORT IN HINTON, OKLAHOMA. NO SERVICE WAS PERFORMED ON THE AIRCRAFT WHILE IN HINTON AND ON THE ENSUING INITIAL CLIMBOUT AFTER TAKEOFF, THERE WAS A LOSS OF POWER DUE TO FUEL EXHAUSTION. THE ACFT REACHED ABOUT 200 FT AGL BEFORE IT BEGAN LOSING ALT. THE PLT SAID HE LOWERED 10 DEGREES OF FLAPS BEFORE THE ACFT COLLIDED WITH SMALL TREES AND NOSED DOWN INTO THE GROUND. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 1312

6/01/88

HINTON,OK

A/C Reg. No. N25352

Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1323	6/13/88	MOUNDS, OK	A/C Reg. No. N94370	Time (Lcl) - 1030 CDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	Serious
Accident Occurred During	-TAKEOFF			Minor
				None
				2
				0
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-N2C	ELT Installed/Activated
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	- YES/YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 2	Rated Power	- 110 HP	- YES
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	TULSA, OK		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A	
Visibility	- 10.0 SM	Type of Flight Plan	- N/A	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- GRASS/TURF	
Lowest Ceiling	- NONE	Type Apch/Lndg	- DRY	
Obstructions to Vision	- NONE		HIGH VEGETATION	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----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	- 764	Last 24 Hrs - 1
SE LAND	Months Since - 10	Make/Model	- 763	Last 30 Days - 76
	Aircraft Type - UNK/NR	Instrument	- 62	Last 90 Days - 250
		Multi-Eng	- 1	Rotorcraft - 0
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>THE INSTRUCTOR WAS DEMONSTRATING AN ENGINE OUT EMERGENCY TO THE STUDENT. THE ENGINE BALKED ON THE ATTEMPTED GO-AROUND AND HE COMPLETED THE LANDING. THEREAFTER, HIS FIRST TWO TAKEOFF ATTEMPTS WERE ABORTED BECAUSE OF INSUFFICIENT DISTANCE TO COMPLETE THE GROUND RUN. ON THE NEXT TAKEOFF ATTEMPT, THEY BECAME AIRBORNE BUT THE NOSEWHEEL COLLIDED WITH A FENCE AT THE DEPARTURE END OF THE FIELD, THE AIRCRAFT STRUCK THE GROUND AND FLIPPED OVER.</p>				
<hr/>				

Brief of Accident (Continued)

File No. - 1323

6/13/88

MOUNDS,OK

A/C Reg. No. N94370

Time (Lcl) - 1030 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - FENCE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND(CFI)
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)
-

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) 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. - 1308	8/06/88	SKIAT00K,OK	A/C Reg. No. N53321	Time (Lcl) - 1235 CDT
-----------------	---------	-------------	---------------------	-----------------------

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Crew 0	0	0
Accident Occurred During - LANDING		Pass 0	0	0
				None 1
				0

----Aircraft Information----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TULSA,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SKIAT00K
Wind Dir/Speed- 200/006 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 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 - 17	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 28	Last 24 Hrs - 0
	Months Since - N/A	Make/Model- 28	Last 30 Days- 0
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 21

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT LANDED HER AIRCRAFT ON THE LAST HALF OF THE RUNWAY. SHE ADDED POWER AND RETRACTED THE FLAPS WHEN SHE DECIDED TO ABORT THE LANDING AND GO AROUND. SHE SUBSEQUENTLY DECIDED TO ABORT THE GO AROUND AND PULLED OFF THE POWER. THERE WAS INSUFFICIENT RUNWAY REMAINING TO STOP. THE AIRCRAFT DEPARTED THE END OF THE RUNWAY, STRIKING A FENCE AND TREES.

Brief of Accident (Continued)

File No. - 1308

8/06/88

SKIATOOK,OK

A/C Reg. No. N53321

Time (Lcl) - 1235 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. GO-AROUND - DELAYED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. ABORT - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1320 8/21/88 HOLDENVILLE, OK A/C Reg. No. N731CT Time (Lcl) - 0635 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
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 A188B
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 - 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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8783 Last 24 Hrs - 2
Make/Model- 6500 Last 30 Days- 100
Instrument- 85 Last 90 Days- 120
Multi-Eng - 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS IN CRUISE FLIGHT AT 500 FT AGL WHEN A TOTAL LOSS OF POWER OCCURRED. THE PILOT JETTISONED THE LOAD AND EXECUTED AN EMERGENCY DESCENT TO LAND AT THE NEAREST AVAILABLE CLEARING. THE AIRCRAFT COLLIDED WITH THE TERRAIN WITH HIGH RATE OF DESCENT AND LOW FORWARD AIRSPEED. AN ENGINE FIRE ERUPTED WHICH WAS CONTAINED WITHIN THE ENGINE COMPARTMENT. POST ACC INVESTIGATION SHOWED THAT THE LEFT FUEL TANK ALMOST EMPTY BUT THE RT TANK WAS FULL. THE LANDING AREA AVAILABLE WAS SHORT AND SURROUNDED BY 60 FT TREES. THE ACFT WAS STALLED INTENTIONALLY TO AVOID THE TREES. THE LANDING GEAR FAILED ON IMPACT AND THE ACFT STOPPED ALMOST IMMEDIATELY.

Brief of Accident (Continued)

File No. - 1320

8/21/88

HOLDENVILLE,OK

A/C Reg. No. N731CT

Time (Lcl) - 0635 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - 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 - HIGH OBSTRUCTION(S)
4. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1341	10/10/88	MCALESTER,OK	A/C Reg. No. N137A	Time (Lcl) - 1317 CDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		
		DESTROYED		
Type of Operation	-PERSONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	1
Accident Occurred During	-DESCENT			0
				0
				0
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- AUTRA SCORPION/133	Eng Make/Model	- ROTORWAY RW 133	
Landing Gear	- SKID	Number Engines	- 1	
Max Gross Wt	- 1235	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 133 HP	
			ELT Installed/Activated - NO -N/A	
			Stall Warning System - NO	
<hr/>				
-----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- 270/009 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				
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total	- 6	Last 24 Hrs - 0
	Months Since - N/A	Make/Model-	6	Last 30 Days- 6
	Aircraft Type - N/A	Instrument-	0	Last 90 Days- 6
		Multi-Eng -	0	Rotorcraft - 6
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
THE HOMEBUILT HELICOPTER WAS DEPARTING ON A LOCAL FLIGHT, WHEN, ON INITIAL CLIMBOUT, THE LOW TIME, INEXPERIENCED STUDENT PILOT MADE AN ABRUPT MANEUVER WHICH SENT THE HELICOPTER INTO AN UNCONTROLLED DESCENT. IT IMPACTED TREES AND A POST CRASH FIRE OCCURRED.				
<hr/>				

Brief of Accident (Continued)

File No. - 1341

10/10/88

MCALESTER,OK

A/C Reg. No. N137A

Time (Lcl) - 1317 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

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

Brief of Accident (Continued)

File No. - 1247

8/06/88

ENTERPRISE,OR

A/C Reg. No. N300TW

Time (Lc1) - 0605 PDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)

2. TERRAIN CONDITION - UPHILL
3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,4

Brief of Accident

File No. - 1283 8/23/88 JOHN DAY,OR A/C Reg. No. N4175X Time (Lcl) - 1715 PDT

-----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
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - AERO COMMANDER 100-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
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
JOHN DAY,OR
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 450
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-----

WHILE ELK SPOTTING IN MOUNTAINOUS TERRAIN, THE AIRCRAFT COLLIDED WITH TREES IN A NOSE LOW TURN SIMILAR TO THE INTERMEDIATE STAGES OF A STALL. A SEVERE POST IMPACT FIRE ERUPTED. THE DENSITY ALTITUDE AT THE ACCIDENT SITE ELEVATION WAS APPROXIMATELY 10,100 FEET. ALL SPARK PLUGS WERE FOUND TO BE EXCESSIVELY WORN AND FIRED INTERMITTENTLY DURING TESTING. TWO OF THE SPARK PLUGS WERE FOUND TO BE LEAD FOULED. THE FLAPS WERE FOUND IN THE FULL DOWN POSITION AND TREE LIMBS, APPROXIMATELY 3 INCHES IN DIAMETER, WERE FOUND WITH SMOOTH SLASHES DIAGONALLY THROUGH THEM.

Brief of Accident (Continued)

File No. - 1283

8/23/88

JOHN DAY,OR

A/C Reg. No. N4175X

Time (Lcl) - 1715 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. IGNITION SYSTEM, SPARK PLUG - LEADED PLUGS
3. IGNITION SYSTEM, SPARK PLUG - WORN
4. MAINTENANCE - IMPROPER - PILOT IN COMMAND
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
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1348 12/26/88 NEWBERG,OR

A/C Reg. No. N8587F

Time (Lcl) - 1130 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - BELL 47G3-B1
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - LYCOMING TVO-435-B1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 270 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS
Visibility - 50.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - 7GCA

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 305

Make/Model- 74

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 134

Instrument Rating(s) - NONE

-----Narrative-----

AS PLT SLOWED HELICOPTER TO ABOUT 10 KTS FORWARD SPEED, TAIL ROTOR EFFECTIVENESS DECREASED. ACFT YAWED RIGHT INTO DESCENT TO GROUND CONTACT.

Brief of Accident (Continued)

File No. - 1348

12/26/88

NEWBERG.OR

A/C Reg. No. N8587F

Time (Lcl) - 1130 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation HOVER

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. ROTOR RPM - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1387 1/10/88 HONESDALE, PA A/C Reg. No. N26869 Time (Lcl) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHERRY RIDGE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 35
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2270/ 200
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 140
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF FROM RUNWAY 35 AT CHERRY RIDGE AIRPORT, HONESDALE, PENNSYLVANIA, THE AIRCRAFT EXPERIENCED AN ENGINE POWER LOSS AND CRASHED ABOUT 200 FEET OFF THE END OF THE RUNWAY. EXAMINATION OF THE AIRCRAFT AFTER THE ACCIDENT REVEALED NO FUEL IN THE TANKS. THE PLT FAILED TO FILE AN ACC REPORT. THE ACFT WAS FOUND IN A WOODED SWAMP A SHORT DISTANCE FROM THE RWY AND TO THE LEFT OF THE RWY CENTERLINE. THE ENG WAS TEST RUN AFTER THE ACC AND RAN NORMALLY. THE ACFT WAS PLACARDED FOR USE OF AUTO FUEL.

Brief of Accident (Continued)

File No. - 1387

1/10/88

HONESDALE, PA

A/C Reg. No. N26869

Time (Lcl) - 1230 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1366	2/16/88	WATERFALL, PA	A/C Reg. No. N5093Y	Time (Lcl) - 0830 EST
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		
Type of Operation	-AERIAL OBSERVATION	DESTROYED	Fatal	Injuries
Flight Conducted Under	-14 CFR 91	Fire	0	Serious 1
Accident Occurred During	-LANDING	NONE	0	Minor 0
		Crew	0	None 0
		Pass	0	2
<hr/>				
-----Aircraft Information-----				
Make/Model	- HUGHES 369D	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated - YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 2100	Engine Type	- TURBOSHAFT	
No. of Seats	- 4	Rated Power	- 375 HP	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	HAGERSTOWN, MD		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	ALTOONA, PA		
Wind Dir/Speed	- 310/015 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	Runway Surface - GRASS/TURF	
Lowest Ceiling	- 3000 FT BROKEN	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 1836	Last 24 Hrs - 2	
	Months Since - 17	Make/Model - 296	Last 30 Days - UNK/NR	
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 90	Last 90 Days - 200	
		Multi-Eng - 0	Rotorcraft - 1836	
<hr/>				
Instrument Rating(s) - HELICOPTER				
<hr/>				
-----Narrative-----				
<p>SHORTLY AFTER TAKEOFF, THE PILOT HEARD A LOUD "BOOM" AND EXPERIENCED A LOSS OF TAIL ROTOR CONTROL ACCOMPANIED BY AN INCREASE IN N2 AND RPM. A RADIO TRANSMISSION WAS MADE TO THE AIRCRAFT THAT WAS TRAILING AND THEN AN APPROACH FOR LANDING SET UP. ON LANDING, THE HELICOPTER TOUCHED DOWN HARD BUT LEVEL AND WITH THE SKIDS IN LINE WITH THE FINAL APPROACH PATH. THE HELICOPTER BOUNCED SEVERAL TIMES BEFORE COMING TO REST ON ITS RIGHT SIDE, 45 FEET FROM THE SECOND TOUCHDOWN POINT. INVESTIGATION REVEALED THAT THE TAIL ROTOR HAD SEPARATED FROM THE ACFT IN FLT. THE TAIL ROTOR WAS 3/4 MILE FROM THE ACC SITE. 300 YARDS FARTHER AWAY WAS A FLT BAG FROM THE HELICOPTER WITH TAIL ROTOR PAINT ON IT. THERE WERE NO DOORS ON THE HELICOPTER BECAUSE OF ITS USE IN POWER LINE PATROL.</p>				
<hr/>				

Brief of Accident (Continued)

File No. - 1366

2/16/88

WATERFALL, PA

A/C Reg. No. N5093Y

Time (Lcl) - 0830 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. DOOR, EXTERIOR CREW - LACK OF
2. TIE DOWN - INADEQUATE - PILOT IN COMMAND
3. MISC EQPT/FURNISHINGS - DEPLOYED INADVERTENTLY
4. ROTOR SYSTEM, TAIL ROTOR BLADE - DISABLED
5. ROTOR SYSTEM, TAIL ROTOR HUB - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)

6. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
7. LANDING GEAR, MAIN GEAR - OVERLOAD
8. LANDING GEAR, MAIN GEAR - COLLAPSED
9. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 1342	3/07/88	STATE COLLEGE, PA	A/C Reg. No. N51WE	Time (Lcl) - 1000 EST
-----------------	---------	-------------------	--------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -CRUISE			0	0	0

-----Aircraft Information-----

Make/Model - NORTH AMERICAN F-51D	Eng Make/Model - PACKARD V1650-7	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 1700 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	CHARLESTON, SC	Runway Ident - N/A
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 1800 FT BROKEN	Type Apch/Lndg - NONE	
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,CFI	Current - UNK/NR	Total - 3800
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
GLIDER	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-----

N51WE, A NORTH AMERICAN F-51D TOOK OFF AS THE SECOND SHIP OF A TWO SHIP FLIGHT WITH N6341T, ANOTHER F-51D. THEY WERE OBSERVED CLIMBING IN FORMATION INTO THE CLOUDS. N6341T ASSUMED COMMUNICATIONS AND SAID THEY WERE A FLIGHT OF 2 AND OK, AFTER ATC WAS UNABLE TO CONTACT N51WE. WITNESSES WERE FOUND WHO SAW AND HEARD AN AIRCRAFT TRAVELING NORTH AND EXPERIENCING ENGINE TROUBLE. WITNESSES ALSO SAID THE MOUNTAIN TOPS WERE OBSCURED. N51WE WAS FOUND NEAR THE TOP OF A WOODED HILL SOUTH OF THE DEPARTURE AIRPORT. THE AIRCRAFT WAS DESTROYED AND THE PILOT FATALLY INJURED. EXAMINATION OF THE ENGINE SHOWED THAT THERE WAS ONE FOULED SPARK PLUG, HOWEVER, THE MAGNETOS AND CARBURATOR WERE NOT RECOVERED. THE WX OBSERVATION SITE WAS 6 MILES SOUTH OF THE ACC SITE.

Brief of Accident (Continued)

File No. - 1342

3/07/88

STATE COLLEGE, PA

A/C Reg. No. N51WE

Time (Lcl) - 1000 EST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. POWERPLANT - UNDETERMINED

Occurrence #2 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - OBSCURATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE

Finding(s)

4. TERRAIN CONDITION - RISING

----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. - 1381 8/19/88 SAN JUAN, PR A/C Reg. No. N8671N Time (Lcl) - 1611 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-300E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES-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- 090/013 KTS
Visibility - 20.0 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
ST. BARTHELEMY

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 - 39
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A BUSINESS FLT SHORTLY AFTER DEPARTURE WHILE CLIMBING TO CRUISE, THE PLT REPORTED THAT THE ENG QUIT. THE ACFT WAS DITCHED & HAS NOT BEEN RECOVERED THEREFORE NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE REPORTED LOSS OF ENG POWER. THE PLT HAS NOT BEEN AVAILABLE FOR INTERVIEW AND FAA HAS NO MEDICAL RECORDS ON HIM. HE HAS NOT FILED AN ACC REPORT.

Brief of Accident (Continued)

File No. - 1381

8/19/88

SAN JUAN, PR

A/C Reg. No. N8671N

Time (Lcl) - 1611 AST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 DITCHING
Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1369	2/06/88	WESTERLY, RI	A/C Reg. No. N3210J	Time (Lc1) - 1400 EDT
-----------------	---------	--------------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL																	
Type of Operation - PERSONAL	Fire - NONE	<table border="0" style="width: 100%;"> <tr> <th colspan="4">Injuries</th> </tr> <tr> <th>Fatal</th> <th>Serious</th> <th>Minor</th> <th>None</th> </tr> <tr> <td>Crew 0</td> <td>0</td> <td>1</td> <td>0</td> </tr> <tr> <td>Pass 0</td> <td>0</td> <td>0</td> <td>1</td> </tr> </table>	Injuries				Fatal	Serious	Minor	None	Crew 0	0	1	0	Pass 0	0	0	1
Injuries																		
Fatal	Serious	Minor	None															
Crew 0	0	1	0															
Pass 0	0	0	1															
Flight Conducted Under -14 CFR 91																		
Accident Occurred During -LANDING																		

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/015 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WESTERLY, RI</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>WESTERLY STATE</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 4000/ 100</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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 54</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 201</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 110</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 17</td> </tr> <tr> <td>Multi-Eng - 0</td> <td></td> </tr> </table>	Total - 201	Last 24 Hrs - 0	Make/Model- 110	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 17	Multi-Eng - 0	
Total - 201	Last 24 Hrs - 0									
Make/Model- 110	Last 30 Days- UNK/NR									
Instrument- 0	Last 90 Days- 17									
Multi-Eng - 0										

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE EXPERIENCED A POWER LOSS AT 350 FT AGL AFTER TAKEOFF. HE TURNED BACK TOWARD THE AIRPORT BUT HAD INSUFFICIENT ALTITUDE. HE ELECTED TO LAND OFF-AIRPORT AT AN INDUSTRIAL SITE WITH THE STALL WARNING HORN SOUNDING. DURING LANDING ROLL, THE ACFT COLLIDED WITH A DIRT BANK. A WITNESS SAW BLACK SMOKE COMING FROM THE ENGINE IN FLIGHT. POSTACCIDENT EXAMINATION DID NOT FIND EVIDENCE OF A MECHANICAL ENGINE MALFUNCTION. NO WATER WAS FOUND IN THE FUEL. EXAM CONFIRMED INTERNAL ENGINE CONTINUITY, NORMAL IGNITION CAPABILITY, THE ABSENCE OF METAL IN THE OIL, AND THROTTLE AND CARB HEAT LINKAGE CONTINUITY. OUTSIDE AIR TEMP WAS ABOUT 15 DEGREES F.

Brief of Accident (Continued)

File No. - 1369

2/06/88

WESTERLY, RI

A/C Reg. No. N3210J

Time (Lc1) - 1400 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
 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) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1316 5/02/88 GREENWOOD, SC A/C Reg. No. N58197 Time (Lcl) - 1320 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - AERIAL OBSERVATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During - LANDING			0	1	0
			0		0

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 190 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CHARLOTTE, NC	Runway Ident - N/A
Wind Dir/Speed- 310/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5380
SE LAND, ME LAND	Months Since - 7	Make/Model- 2573
HELICOPTER	Aircraft Type - 269C	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 364
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE RPM BEGAN TO DROP. SHORTLY AFTER HE TOOK OFF FROM AN OPEN FIELD. HE OPENED THE THROTTLE FURTHER IN AN ATTEMPT TO REGAIN RPM BUT THE ENGINE DID NOT RESPOND. THE HELICOPTER SUBSEQUENTLY CRASHED ONTO A BLDG ROOF AS THE PLT ATTEMPTED TO LAND WHILE AVOIDING PWR LINES AND OTHER OBSTACLES. POST-CRASH EXAM REVEALED THAT THE THROTTLE-CABLE END-FITTING HAD SEPARATED FROM THE THROTTLE CABLE PUSHROD AT THE FUEL INJECTOR SERVO. METALLURGICAL EXAM OF THE FITTING AND PUSHROD JOINING THREADS REVEALED UNEVEN WEAR THAT HAD RESULTED FROM FRETTING. SERVICE NOTICE N-196 ISSUED BY THE MFR REQUIRES INSPECTION OF THE THROTTLE CABLE FOR WEAR EVERY 100 OPERATING HRS. THE NOTICE WAS NOT COMPLIED WITH AT THE LAST INSPECTION 4 FLT HOURS BEFORE THE ACCIDENT. ACCORDING TO THE ACFT MAINT RECORDS, THE NOTICE WAS LAST COMPLIED WITH ABOUT 189 HRS EARLIER.

Brief of Accident (Continued)

File No. - 1316

5/02/88

GREENWOOD, SC

A/C Reg. No. N58197

Time (Lc1) - 1320 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - SEPARATION
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
4. OBJECT - BUILDING(NONRESIDENTIAL)
5. ROTOR RPM - REDUCED -
6. FLARE - NOT POSSIBLE -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1201 5/19/88 MYRTLE BEACH, SC A/C Reg. No. N39932 Time (Lcl) - 1821 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-18-150
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 - 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- 170/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

GRAND STRAND

Runway Ident - 23

Runway Lth/Wid - 5996/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 22

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 - 370

Make/Model- 30

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS PRACTICING TOUCH AND GO LDGS ON RWY 23 WHEN HE LOST CONTROL OF THE AIRPLANE JUST AFTER TAKEOFF WHEN IT ENCOUNTERED A GUST OF WIND. THE RT WING CONTACTED THE TERRAIN ADJACENT TO THE RUNWAY AND THE AIRPLANE FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1201

5/19/88

MYRTLE BEACH, SC

A/C Reg. No. N39932

Time (Lcl) - 1821 EDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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) 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. - 1277	5/25/88	WEST COLUMBIA, SC	A/C Reg. No. N8493A	Time (Lcl) - 2106 EDT
-----------------	---------	-------------------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate - ON-DEMAND AIR TAXI Name of Carrier - NAPIER AIR SERVICE, INC. Type of Operation - NON SCHED, DOMESTIC, CARGO Flight Conducted Under - 14 CFR 135 Accident Occurred During - MANEUVERING	Aircraft Damage DESTROYED Fire ON GROUND	<table border="0"> <tr> <th colspan="5">Injuries</th> </tr> <tr> <th>Fatal</th> <th>Serious</th> <th>Minor</th> <th colspan="2">None</th> </tr> <tr> <td>Crew 1</td> <td>0</td> <td>0</td> <td colspan="2">0</td> </tr> <tr> <td>Pass 0</td> <td>0</td> <td>0</td> <td colspan="2">0</td> </tr> </table>	Injuries					Fatal	Serious	Minor	None		Crew 1	0	0	0		Pass 0	0	0	0	
Injuries																						
Fatal	Serious	Minor	None																			
Crew 1	0	0	0																			
Pass 0	0	0	0																			

-----Aircraft Information-----

Make/Model - CESSNA 402B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6300 No. of Seats - 2	Eng Make/Model - CONTINENTAL TS10-520-E Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP	ELT Installed/Activated - YES/NO Stall Warning System - YES
--	--	--

-----Environment/Operations Information-----

Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 070/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Lowest Ceiling - 7500 FT BROKEN Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DUSK	Itinerary Last Departure Point SAME AS ACC/INC Destination ATLANTA, GA ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity OFF AIRPORT/STRIP Airport Data COLUMBIA METRO Runway Ident - 11 Runway Lth/Wid - 8602/ 150 Runway Surface - ASPHALT Runway Status - DRY
---	--	--

-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND	Age - 23 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - C-402	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 1400 Make/Model - 160 Instrument - 175 Multi-Eng - 230 Last 24 Hrs - UNK/NR Last 30 Days - UNK/NR Last 90 Days - UNK/NR Rotorcraft - UNK/NR
---	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE USED ABOUT 1/2 OF THE 8,602 FT RWY FOR THE T/O ROLL. AFTER T/O IT PITCHED NOSE-DOWN BRIEFLY OVER THE RWY DURING INIT CLIMB. THE PLT RADIOED THAT HE WAS HAVING A PROBLEM WITH THE ELEVATOR WHICH REQUIRED "FULL BACK PRESSURE" TO KEEP THE NOSE UP, AND THAT HE WAS RETURNING TO LAND. AFTER MANEUVERING AROUND THE ARPT, THE ACFT PITCHED 70-80 DEG NOSE DN AND DOVE INTO TERRAIN OFF THE APPCH END OF THE RWY. THE WRECKAGE EXAM REVEALED THAT THE BOLT SECURING THE ELEVATOR TRIM TAB PUSHROD TO THE ACTUATOR WAS MISSING. THE ROD HAD BECOME WEDGED INSIDE THE ELEVATOR WHICH RESULTED IN AN EXTREME TAB UP (NOSE DN) CONDITION. THE ACFT UNDERWENT AN ANNUAL INSP 2 DAYS/5 FLT HRS EARLIER. THE IA MECH RPTD THAT NO MAINT WAS PERFORMED ON THE TAB SYS, AND THAT HE WAS CERTAIN THE BOLT WAS PROPERLY SAFETIED. ANOTHER PLT WHO FLEW THE ACFT THE DAY OF THE ACCIDENT RPTD THAT HE FOUND THE PUSHROD TO BE SECURE DURING HIS PREFLT INSP. THE 402B POH INDICATED THAT THE ACFT SHOULD HAVE REQ ABOUT 1,200 FT FOR THE T/O GROUND ROLL.

Brief of Accident (Continued)

File No. - 1277

5/25/88

WEST COLUMBIA, SC

A/C Reg. No. N8493A

Time (Lc1) - 2106 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF

Finding(s)

1. FLT CONTROL SYST, ELEVATOR TAB CONTROL (TRIM) - DISCONNECTED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLIGHT CONTROL, ELEVATOR TAB SURFACE - JAMMED
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1267	8/14/88	HOVEN, SD	A/C Reg. No. N5301Z	Time (Lcl) - 0215 CDT
-----------------	---------	-----------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - TAXI				1	1

-----Aircraft Information-----

Make/Model - PIPER PA-22-108	Eng Make/Model - LYCOMING O-235-C1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity 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>
--	--	---

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 103
SE LAND	Months Since - 14	Make/Model- 23
	Aircraft Type - PA-22	Instrument- 1
		Last 24 Hrs - 0
		Last 30 Days- 2
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND HIS WIFE WERE GOING TO MAKE A LOCAL FLIGHT IN THEIR AIRPLANE AT 0215. THE PLT SAID HE HAND-PROPPED THE ACFT AND MOVED TO ENTER THE CABIN AS THE ENGINE STARTED. THE ACFT BEGAN TO MOVE, AND HIS WIFE PULLED THE PARKING BRAKE LOCK, WHICH RELEASED THE PARKING BRAKE. SHE WAS FRIGHTENED AND JUMPED CLEAR OF THE ACFT. THE PLANE TAXIED OUT OF SIGHT INTO THE DARKNESS. A POST ACCIDENT INSPECTION BY AN FAA INSPECTOR PROVIDED EVIDENCE THAT THE AIRPLANE TAXIED ACROSS A GRASS PARKING AREA, THROUGH A FENCE, ONTO A ROADWAY EMBANKMENT WHERE IT BECAME AIRBORNE FOR A SHORT DISTANCE, THEN STRUCK THE TERRAIN AND NOSED OVER. THE AIRPLANE CAME TO REST WITH THE TAIL LEANING AGAINST A TREE ON AN ADJOINING FARM, 3/4 MI FROM IT'S STARTING POINT.

Brief of Accident (Continued)

File No. - 1267

8/14/88

HOVEN, SD

A/C Reg. No. N5301Z

Time (Lcl) - 0215 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 2. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
 3. LANDING GEAR, PARKING BRAKE - UNLOCKED
 4. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1375	6/09/88	KNOXVILLE, TN	A/C Reg. No. N700SC	Time (Lcl) - 1203 EDT
-----------------	---------	---------------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 421B	Eng Make/Model - CONTINENTAL GTS10-520-H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7450	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 375 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 040/011 KTS</p> <p>Visibility - 1.500 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 3400 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN SHOWERS</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">INDIANAPOLIS, IN</p> <p>Destination</p> <p style="text-align: center;">JACKSONVILLE, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="text-align: center;">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>
--	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="text-align: center;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 435</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 250</td> <td>Last 30 Days- 68</td> </tr> <tr> <td>Instrument- 35</td> <td>Last 90 Days- 117</td> </tr> <tr> <td>Multi-Eng - 271</td> <td></td> </tr> </table>	Total - 435	Last 24 Hrs - 2	Make/Model- 250	Last 30 Days- 68	Instrument- 35	Last 90 Days- 117	Multi-Eng - 271	
Total - 435	Last 24 Hrs - 2									
Make/Model- 250	Last 30 Days- 68									
Instrument- 35	Last 90 Days- 117									
Multi-Eng - 271										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN IFR FLT AT FL170, THE PLT RPTD AIRFRAME ICING AND REQUESTED A HIGHER ALT. THE PLT CLIMBED TO FL210 WHERE HE STARTED A DESCENT AND RPTD LOSS OF MANIFOLD PRESSURE IN THE LEFT ENGINE. THE PLT INDICATED THAT WX WAS IN HIS FLT PATH AND DESCENT WAS REQUIRED TO AVOID ICING. 90 SECONDS LATER THE PLT XMITTED "...LOSING IT...". RADAR DATA INDICATED ACFT HAD AN INFLT BREAKUP AT APPROXIMATELY 17,000' MSL. THERE WAS NO EVIDENCE OF MECHANICAL OR STRUCTURAL MALFUNCTION PRIOR TO THE BREAKUP. THE ACFT DID NOT HAVE A COMPLETE CURRENT ANNUAL AND DE-ICE EQUIPMENT WAS INOP. THE PLT HAD NO ACTUAL INST EXPERIENCE AND WAS NOT CERTIFIED FOR MULTIENGINE IFR FLT. THE PLT HAD A MEDICAL HISTORY OF ANXIETY ATTACKS AND HAD BEEN TAKING PRESCRIPTION MEDICATION, XANAX AND TOFRANIL, FOR APPROX THREE YEARS PRIOR TO THE ACCIDENT. THE BLOOD CONTAINED 1.2 MCG/ML OF IMIPRAMINE(TOFRANIL) AND 2.6 MCG/ML DESIPRAMINE(METABOLITE OF TOFRANIL). XANAX (ALPRAZOLAM) WAS NOT RPTD IN BLOOD TOX. THESE DRUGS HAVE BEEN KNOWN TO PRODUCE SIDE EFFECTS THAT INCLUDE POOR JUDGEMENT.

Brief of Accident (Continued)

File No. - 1375

6/09/88

KNOXVILLE, TN

A/C Reg. No. N700SC

Time (Lcl) - 1203 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - ICING CONDITIONS
3. FLIGHT CONTROL SURFACES/ATTACHMENTS - ICE
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - TURBULENCE
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
8. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
9. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
10. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

11. 1 ENGINE -
12. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

13. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
14. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

15. TERRAIN CONDITION - RESIDENTIAL AREA

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,14

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9,10,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1391	7/03/88	MEMPHIS, TN	A/C Reg. No. N1576D	Time (Lcl) - 1400 CDT
-----------------	---------	-------------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries		
Type of Operation - PERSONAL	Fire	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Crew 0	0	0
Accident Occurred During - LANDING		Pass 0	0	0
				None 1
				3

-----Aircraft Information-----

Make/Model - CESSNA 195A	Eng Make/Model - JACOBS R-755-B2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 275 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	NASHVILLE, TN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MEMPHIS INTERNATIONAL
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8936/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1300
SE LAND	Months Since - 18	Make/Model- 300
	Aircraft Type - C-195A	Instrument- 4
		Last 24 Hrs - 7
		Last 30 Days- 30
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE LEFT WHEEL SEPARATED FROM THE AIRPLANE DURING LDG ROLLOUT ON RWY 27, ALLOWING THE LEFT GEAR TO DRAG ON THE RWY. THE AIRPLANE THEN BOUNCED, VEERED TO THE RIGHT, AND SKIDDED TO A STOP. THE LEFT LDG GEAR COLLAPSED AS THE ACFT STOPPED. THE PLT SAID THAT THE LDG WAS NOT HARD AND THAT THE WINDS WERE LIGHT & VARIABLE. EXAMINATION OF THE LEFT LDG GEAR REVEALED THAT THE AXLE SPINDLE HAD FRACTURED AND SEPARATED. METALLURGICAL EXAMINATION REVEALED OVERSTRESS FRACTURES AND EVIDENCE OF EXCESSIVE SIDELOADS. THE AIRPLANE ALSO SUSTAINED DAMAGE TO THE LEFT WING TIP, AILERON, THE LEFT HORIZ STAB AND ELEVATOR. THE ARPT WINDS WERE REPORTED FROM 360 DEG AT 6 KTS, A FEW MINUTES AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1391

7/03/88

MEMPHIS, TN

A/C Reg. No. N1576D

Time (Lcl) - 1400 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, AXLE - FRACTURED
 5. LANDING 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1390 7/14/88 MICHIE, TN A/C Reg. No. N19632 Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172L	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1250
SE LAND	Months Since - UNK/NR	Make/Model- 1200
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESS REPORTED THAT THE AIRPLANE ENGINE WAS RUNNING ROUGH DURING TAKEOFF; THE AIRPLANE SUBSEQUENTLY DISAPPEARED FROM SIGHT IN A NOSE-DOWN ATTITUDE. THE PLT LATER REPORTED THAT HE COULD NOT REMEMBER THE EVENTS THAT LED UP TO THE POWER LOSS. POST-CRASH EXAM OF THE AIRPLANE REVEALED NUMEROUS MECHANICAL DISCREPANCIES INCLUDING SEVERAL SPARK PLUGS W/CRACKED INSULATORS, AN INOP MAGNETO, FUEL SYSTEM CONTAMINATION, AND FUEL TANK VENT SYSTEM BLOCKAGE. "VISE-GRIP" TOOL MARKINGS WERE FOUND ON SEVERAL OF THE SPARK PLUGS. THE ENGINE RAN AND DEVELOPED SATISFACTORY PWR ON A TEST-STAND AFTER THE INOP MAG AND SPARK PLUGS WERE REPLACED. THE ENGINE WOULD ONLY DEVELOP PARTIAL PWR AND WOULD NOT EXCEED 1200 RPM WHEN THE ORIGINAL SPARK PLUGS WERE REINSTALLED. THE PLT, WHO WAS ALSO THE ACFT OWNER, WAS NOT ABLE TO PROVIDE ANY MAINTENANCE RECORDS FOR THE ACFT. THE PLT'S LAST MEDICAL EXAM WAS 5 1/2 YRS EARLIER, ACCORDING TO FAA RECORDS.

Brief of Accident (Continued)

File No. - 1390

7/14/88

MICHIE,TN

A/C Reg. No. N19632

Time (Lc1) - 1800 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM,MAGNETO - INOPERATIVE
2. IGNITION SYSTEM,SPARK PLUG - ERRATIC
3. FUEL SYSTEM - CONTAMINATION
4. FUEL SYSTEM,VENT - BLOCKED(TOTAL)
5. MAINTENANCE - IMPROPER -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Finding(s)

6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1305	1/20/88	GRAND PRAIRIE, TX	A/C Reg. No. N5800F	Time (Lcl) - 1538 CST
-----------------	---------	-------------------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire		0	0	2	0
Flight Conducted Under -14 CFR 91	NONE	Crew	0	0	0	0
Accident Occurred During -LANDING		Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AEROSPATIALE AS-355-F1	Eng Make/Model - ALLISON 250-C20F	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 5291	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 420 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	GRAND PRAIRIE
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 2200	Last 24 Hrs - 2
HELICOPTER	Months Since - 9	Make/Model- UNK/NR	Last 30 Days- 20
	Aircraft Type - AS-350	Instrument- UNK/NR	Last 90 Days- 40
		Multi-Eng - UNK/NR	Rotorcraft - 2200

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACDT OCCURRED ON THE 2ND FLT OF TRANSITION TRNG FOR AN EXPERIENCED HELICOPTER PLT. THE TRNG ON THIS FLT INCLUDED SIM TAIL ROTOR FAILURE RUN-ON LANDINGS. THE CFI DEMONSTRATED 2 LANDINGS AND THE TRAINEE TOOK THE CONTROLS FOR THE 3RD. THE LANDINGS WERE BEING MADE IN THE GRASS BESIDE A PAVED RWY. DURING THE LANDING SLIDE THE FRONT OF THE SKIDS DUG IN AND THE HELICOPTER PITCHED FORWARD. THE TRAINEE PULLED UP ON THE COLLECTIVE AND AFT ON THE CYCLIC WHEREUPON THE HELICOPTER ROCKED BACKWARDS AND THE TAIL STRUCK THE GROUND. THE HELICOPTER BECAME AIRBORNE; HOWEVER, THE CFI DETECTED VIBRATION AND UNUSUAL NOISE AND ANNOUNCED "TAIL ROTOR FAILURE". AN EMERGENCY LANDING WAS COMPLETED WITH NO ADDITIONAL DAMAGE OR INJURIES.

Brief of Accident (Continued)

File No. - 1305

1/20/88

GRAND PRAIRIE, TX

A/C Reg. No. N5800F

Time (Lcl) - 1538 CST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ABORTED

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED -
2. TERRAIN CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
4. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
5. - DUAL STUDENT
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

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. - 1306	2/06/88	WEATHERFORD, TX	A/C Reg. No. N52536	Time (Lcl) - 1400 CDT
-----------------	---------	-----------------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -MAINT. TEST	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 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	PARKER COUNTY
Wind Dir/Speed- 350/008 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 40
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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 3200
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 246
		Multi-Eng - 350
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A USED ENG HAD JUST BEEN INSTALLED IN THE ACFT AND THE OWNER AND MECH WERE PERFORMING A FUNCTIONAL TEST FLT. SHORTLY AFTER TAKEOFF AT ABOUT 300 FT AGL, THE ENG LOST POWER. THE PLT PUMPED THE THROTTLE AND THE ENG RESTARTED BUT IMMEDIATELY QUIT AGAIN AND WOULD NOT RESTART. THE PLT ATTEMPTED TO LAND ON THE TAKEOFF RWY IN THE OPPOSITE DIRECTION; HOWEVER, THERE WAS ANOTHER ACFT ON FINAL APCH FOR LANDING AND THE PLT COMPLETED THE FORCED LANDING IN A WOODED AREA BESIDE THE RWY. AN FAA A/W INSPECTOR EXAMINED THE WRECKAGE AND FOUND EVIDENCE OF WATER CONTAMINATION IN THE ACFT FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1306

2/06/88

WEATHERFORD, TX

A/C Reg. No. N52536

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)
1. FLUID,FUEL - CONTAMINATION
2. FLUID,FUEL - WATER
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - CONGESTED
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1329 2/09/88 SAN ANTONIO, TX A/C Reg. No. N68806 Time (Lcl) - 1802 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During - LANDING			0	0	0	1	

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ROCKSPRINGS, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SAN ANTONIO INTERNATIONAL
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7505/ 150
Lowest Sky/Clouds - 2200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3200
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 85
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 45
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED A COMPLETE LOSS OF ENGINE POWER WHILE ON THE FINAL APPROACH. THE DAMAGE TO THE AIRCRAFT OCCURRED WHEN HE HAD TO LAND ON UNSUITABLE TERRAIN DURING THE FORCED LANDING. EXAMINATION OF THE AIRCRAFT FUEL SYSTEM SHOWED THAT A FUEL LINE TO THE SELECTOR VALVE WAS PARTIALLY BLOCKED BY AN UNIDENTIFIED RUBBER-LIKE FOREIGN MATERIAL.

Brief of Accident (Continued)

File No. - 1329

2/09/88

SAN ANTONIO, TX

A/C Reg. No. N68806

Time (Lcl) - 1802 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM, LINE - BLOCKED(PARTIAL)
 2. FUEL SYSTEM, LINE - FOREIGN OBJECT
 3. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
 5. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1326 2/27/88 DECATUR, TX A/C Reg. No. N2233U Time (Lcl) - 1130 CST

-----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	-TAKEOFF	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BRANTLY B-2B	Eng Make/Model	- LYCOMING IVO-360-A1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1670	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 178 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	DECATUR MUNICIPAL
Wind Dir/Speed	- 290/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- UNK/NR
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
NONE	Current	- N/A	Total - 35
	Months Since	- N/A	Last 24 Hrs - 1
	Aircraft Type	- N/A	Make/Model - 35
			Last 30 Days - UNK/NR
			Instrument - 0
			Last 90 Days - UNK/NR
			Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-CERTIFICATED PILOT FLEW THE HELICOPTER FROM HIS RANCH TO DECATUR FOR REFUELING. AFTER LANDING, HE REALIZED THAT HE WAS TOO FAR FROM THE FUEL PUMP. UPON LIFTOFF TO MOVE CLOSER TO THE PUMP THE HELICOPTER ROLLED OVER. THE PILOT ATTRIBUTED THE ACCIDENT TO A GUST OF WIND THAT PITCHED THE HELICOPTER SIDEWAYS.

Brief of Accident (Continued)

File No. - 1326

2/27/88

DECATUR, TX

A/C Reg. No. N2233U

Time (Lcl) - 1130 CST

Occurrence #1 ROLL OVER
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1314 4/01/88 GRAND PRAIRIE, TX A/C Reg. No. N9213T Time (Lcl) - 1845 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	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 - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 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	GRAND PRAIRIE MUNICIPAL
Wind Dir/Speed- 260/012 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 4
	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 LOST DIRECTIONAL CONTROL ON THE TAKEOFF GROUND RUN AND THE AIRCRAFT WAS DAMAGED AFTER IT RAN OFF THE RUNWAY. THE REPORTED WEATHER SHOWED A 90 DEGREE LEFT CROSSWIND AT 12 KNOTS VELOCITY WITH GUSTS TO 20 KNOTS. THE PLT DID NOT FILE AN ACC REPORT. THE FLT TIME RECORDED IS THAT REPORTED ON HIS LAST MEDICAL APPLICATION, NOT NECESSARILY HIS TOTAL FLT TIME AT THE TIME OF THE ACC. HIS LAST MEDICAL WAS ON 3/4/88.

Brief of Accident (Continued)

File No. - 1314

4/01/88

GRAND PRAIRIE, TX

A/C Reg. No. N9213T

Time (Lcl) - 1845 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1313 5/14/88 DALHART, TX A/C Reg. No. N6069J Time (Lcl) - 1545 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1	0	0
Accident Occurred During	-DESCENT		Pass 0	2	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 182P	Eng Make/Model	- CONTINENTAL O-470-S	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<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- 210/014 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 25000 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>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
--	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 0</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 550</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
---	--	---

Instrument Rating(s) - NONE

-----Narrative-----

THE LOCAL FLIGHT WAS CIRCLING AT LOW ALTITUDE AND REDUCED AIRSPEED OVER FARM EQUIPMENT AND LEVEL FARMLAND WHILE THE PASSENGER IN THE REAR SEAT TOOK PHOTOGRAPHS. THE PASSENGER IN THE RIGHT FRONT SEAT SAID HE HEARD THE STALL WARNING HORN JUST PRIOR TO THE ACCIDENT. THE INADVERTENT STALL RESULTED IN A LOSS OF CONTROL AND THE AIRCRAFT IMPACTED THE GROUND ON THE RIGHT WINGTIP BEFORE COMING TO REST DOUBLED OVER WITH THE INVERTED CABIN AREA FACING REARWARD UNDERNEATH THE AFT FUSELAGE.

Brief of Accident (Continued)

File No. - 1313

5/14/88

DALHART, TX

A/C Reg. No. N6069J

Time (Lcl) - 1545 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1325 5/19/88 GRAHAM, TX A/C Reg. No. N4659G Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
	Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172N

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 180/013 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FORT WORTH, TX

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

GRAHAM MUNICIPAL

Runway Ident - 17

Runway Lth/Wid - 3329/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 17

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	26	Last 24 Hrs -	3
-------	---	----	---------------	---

Make/Model-	26	Last 30 Days-	UNK/NR
-------------	----	---------------	--------

Instrument-	1	Last 90 Days-	26
-------------	---	---------------	----

Multi-Eng -	0	Rotorcraft -	0
-------------	---	--------------	---

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A SOLO ROUND-ROBIN CROSS COUNTRY TRAINING FLIGHT. HE MADE A HARD LANDING ON THE NOSE WHEEL THAT RESULTED IN A PROPELLER GROUND STRIKE AND DAMAGED ENGINE FIREWALL. GUSTY SURFACE WINDS PREVAILED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1325

5/19/88

GRAHAM, TX

A/C Reg. No. N4659G

Time (Lcl) - 1430 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 4. FLARE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1324 5/29/88 DENTON, TX A/C Reg. No. N98088 Time (Lcl) - 0850 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	1	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 150/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1600 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 22000
SE LAND,ME LAND,SE SEA	Months Since - 4	Make/Model- 5500
GLIDER	Aircraft Type - B-737	Instrument- 916
		Multi-Eng - 15000
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 250
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR WAS SIMULATING AN ENGINE-OUT EMERGENCY FOR THE DUAL STUDENT. THE STUDENT WAS MAKING AN APPROACH TO AN EMERGENCY FIELD WITH A LINE OF TREES ON THE APPROACH END. WHEN THE INSTRUCTOR BECAME AWARE THAT THEY MIGHT NOT REACH THE FIELD, HE DIRECTED THE STUDENT TO FLY TOWARDS A GAP IN THE TREES FOR MORE CLEARANCE. JUST BEFORE INITIATING A GO-AROUND, THE AIRCRAFT SETTLED AND COLLIDED WITH POWERLINES IN THE GAP. THE FLIGHTCREW HAD NOT CORRECTLY ASSESSED THE LOCATION OF THE TREES.

Brief of Accident (Continued)

File No. - 1324

5/29/88

DENTON, TX

A/C Reg. No. N98088

Time (Lcl) - 0850 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED -
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND(CFI)
 3. TERRAIN CONDITION - TREE(S)
 4. OBJECT - WIRE, TRANSMISSION
 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
 6. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1311 5/29/88 STRATFORD, TX A/C Reg. No. N8810L Time (Lcl) - 1015 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 UNK/NR

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25-260
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-G1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/017 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
TEXOMA, OK
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 - 30

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - C-182K

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5000	Last 24 Hrs	- UNK/NR
Make/Model-	3000	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING DURING AN AERIAL APPLICATION FLT, THE PILOT ALLOWED THE RIGHT WING TO CONTACT THE GROUND. THE AIRCRAFT WAS DESTROYED IN THE ACCIDENT WITH FATAL INJURIES TO THE PILOT.

Brief of Accident (Continued)

File No. - 1311

5/29/88

STRATFORD, TX

A/C Reg. No. N8810L

Time (Lcl) - 1015 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1322 6/24/88 PORTLAND, TX A/C Reg. No. N201ZP Time (Lcl) - 0945 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	3
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- MOONEY M20J	Eng Make/Model	- LYCOMING IO-360-A3B6D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2740	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	BEAUMONT, TX	HUNT
Wind Dir/Speed	ATC/Airspace	Runway Ident
030/008 KTS	Type of Flight Plan	- 14L
Visibility	- NONE	Runway Lth/Wid
- 12.0 SM	Type of Clearance	- 2650/ 20
Lowest Sky/Clouds	- NONE	Runway Surface
- UNK/NR	Type Apch/Lndg	- ASPHALT
Lowest Ceiling	- NONE	Runway Status
- 2000 FT BROKEN		- 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 - 695
SE LAND	Months Since	- 21	Make/Model - 492
	Aircraft Type	- UNK/NR	Instrument - 156
			Multi-Eng - 0
			Last 24 Hrs - 0
			Last 30 Days - UNK/NR
			Last 90 Days - 3
			Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DRAGGED THE LOWER EMPENNAGE ON THE RUNWAY DURING THE TAKEOFF ROTATION. A PREMATURE LIFTOFF RESULTED AND THE AIRCRAFT RECONTACTED THE RUNWAY TWICE BEFORE THE AIRCRAFT PASSED THE RUNWAY END. THEREAFTER, THE AIRCRAFT COLLIDED WITH A POWERLINE BEFORE IMPACTING THE TERRAIN. THE PILOT STATED THAT HE FAILED TO PROPERLY POSITION THE ELEVATOR TRIM TAB BEFORE INITIATING THE TAKEOFF GROUND RUN.

Brief of Accident (Continued)

File No. - 1322

6/24/88

PORTLAND, TX

A/C Reg. No. N201ZP

Time (Lcl) - 0945 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1300 7/10/88 ELECTRA, TX A/C Reg. No. N2459K Time (Lcl) - 0805 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - MANEUVERING

Fire

Crew

1

0

0

0

NONE

Pass

1

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 - 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- 340/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WICHITA FALLS, TX

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 31

Biennial Flight Review #

Current - YES

Months Since - 9

Aircraft Type - J-3S

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 145

Make/Model- 28

Instrument- 3

Multi-Eng - 0

Last 24 Hrs - 1

Last 30 Days- 2

Last 90 Days- 2

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT'S LOGBOOK INDICATED HE HAD A CHECKOUT ON STEEP TURNS AND SPINS TWO MONTHS PRIOR TO THE ACCIDENT. HE ALSO LOGGED FOUR LANDINGS DURING THE SAME ONE-HALF HOUR FLIGHT. A WITNESS SAW THE AIRPLANE COMPLETE A THREE TURN SPIN AND SAW IT START TO RECOVER BEFORE HE LOST SIGHT OF IT BEHIND A HILL. HE DID NOT SEE ANY DUST OR FIRE AND ASSUMED IT HAD RECOVERED UNTIL SEVERAL DAYS LATER WHEN HE HEARD AN AIRPLANE WAS MISSING. THE AIRCRAFT IMPACTED LEVEL TERRAIN IN A NOSE LOW, RIGHT WING SLIGHTLY DOWN FROM AN APPROXIMATE 45 DEGREE ANGLE DOWN FLIGHT PATH.

Brief of Accident (Continued)

File No. - 1300

7/10/88

ELECTRA, TX

A/C Reg. No. N2459K

Time (Lcl) - 0805 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - PERFORMED - PILOT IN COMMAND
 3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
 4. INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1309	7/16/88	PORT ISABEL, TX	A/C Reg. No. N9087	Time (Lcl) - 1630 CDT
-----------------	---------	-----------------	--------------------	-----------------------

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
	Fire	Crew	Fatal	Serious
Type of Operation - PERSONAL		Pass	0	0
Flight Conducted Under - 14 CFR 91	NONE		0	0
Accident Occurred During - LANDING			0	0
			0	1
			0	1

----Aircraft Information----

Make/Model - ENSTROM F28A	Eng Make/Model - LYCOMING HIO-360-C1	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 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	LOCAL	BEN'S HELIPORT
Wind Dir/Speed- 160/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1095
SE LAND, ME LAND	Months Since - 15	Make/Model- 33
HELICOPTER	Aircraft Type - F28A	Instrument- 239
		Multi-Eng - 70
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 52
		Rotorcraft - 90

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT REPORTED THAT HE HAD ACCOMPLISHED A MAX-PERFORMANCE TAKEOFF, CLEARED AN OBSTACLE, AND WHEN HE ATTEMPTED FORWARD FLIGHT, THE MAIN ROTOR RPM DECREASED. HE STATED HE WAS UNABLE TO RECOVER THE RPM AND MAINTAIN ALTITUDE SO HE SELECTED A LANDING AREA. DUE TO PERSONS ON THE BEACH SITE, HE CHANGED THE LANDING SITE. HE INCREASED COLLECTIVE AND NOTED THAT THE RPM DECAYED FURTHER. THE AIRCRAFT IMPACTED THE TERRAIN IN A LEVEL ATTITUDE BUT HIGH SINK RATE. THE OUTSIDE AIR TEMPERATURE WAS ABOUT 95 DEGREES FAHRENHEIT.

Brief of Accident (Continued)

File No. - 1309

7/16/88

PORT ISABEL, TX

A/C Reg. No. N9087

Time (Lc1) - 1630 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. PERFORMANCE DATA - EXCEEDED - PILOT IN COMMAND
5. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 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) 2,4,5,6

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. - 1241	7/23/88	BAYTOWN, TX	A/C Reg. No. N91359	Time (Lcl) - 1345 CDT
-----------------	---------	-------------	---------------------	-----------------------

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	1	0
Accident Occurred During - TAKEOFF			0	0
			0	0
			0	0

----Aircraft Information----

Make/Model - AIR COMMAND ELITE 532	Eng Make/Model - BOMBARDIER ROTAX 532	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 64 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	MCALISTER
Wind Dir/Speed- 200/004 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 65
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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 65
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- 5
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - 5

Instrument Rating(s) - NONE

----Narrative----

ACFT WAS OBSERVED TO TAKEOFF AND TURN RIGHT CROSSWIND. DRNG THE CROSSWIND, THE RPM INCREASED SUDDENLY. THE ACFT PITCHED NOSE DOWNWARDS, IMPACTED THE GROUND IN A VERTICAL DESCENT AND BURNED. THE PLT/BUILDER HAD A TOTAL OF 5 HRS IN THE NEW ACFT. NO EVIDENCE OF PRE-IMPACT STRUCTURAL, ROTOR, OR SYSTEM FAILURE WAS FOUND DURING THE INVESTIGATION. A REPRESENTATIVE OF THE MANUFACTURER OF THE KITS FOR THE ACFT INDICATED THAT THE ACFT IS EASY TO OVERCONTROL AND CAN LEAD TO PORPOISING WHICH IS DIFFICULT TO CORRECT.

Brief of Accident (Continued)

File No. - 1241

7/23/88

BAYTOWN, TX

A/C Reg. No. N91359

Time (Lcl) - 1345 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. PORPOISE - INADVERTENT - PILOT IN COMMAND
 3. LACK OF FAMILIARITY WITH 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) 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. - 1318	9/18/88	ATHENS, TX	A/C Reg. No. N86311	Time (Lcl) - 1501 CDT
-----------------	---------	------------	---------------------	-----------------------

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -LANDING			0	0
			0	1
			0	0
			0	0

----Aircraft Information----

Make/Model - AERONCA 11AC	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CORSICANA, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ATHENS, TX	ATHENS MUNICIPAL
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 39	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 60
	Months Since - N/A	Make/Model- 60
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

----Narrative----

AFTER SETTING THE AIRCRAFT DOWN IN THE GRASS TO THE LEFT OF THE RUNWAY, THE PILOT STATED THAT A 40 MPH WIND GUST PICKED THE RIGHT WING UP AND SET THE AIRCRAFT ON ITS NOSE. HE ATTEMPTED TO KEEP THE FUSELAGE FROM TIPPING ALL THE WAY OVER AFTER DISEMBARKING; HOWEVER, THE WIND CONTINUED AND THE AIRCRAFT FELL ON ITS BACK. TOXICOLOGY TESTS OF THE PILOT'S BLOOD INDICATED 0.07% ALCOHOL.

Brief of Accident (Continued)

File No. - 1318

9/18/88

ATHENS, TX

A/C Reg. No. N86311

Time (Lcl) - 1501 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1229	8/07/88	GRANTSVILLE, UT	A/C Reg. No. N69WD	Time (Lcl) - 0720 MDT
-----------------	---------	-----------------	--------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -CRUISE						

-----Aircraft Information-----

Make/Model - FALCO F8L	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SALT LAKE CITY, UT	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WENDOVER, UT	Runway Ident - N/A
Wind Dir/Speed- 090/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 428
SE LAND	Months Since - 9	Make/Model- 1
	Aircraft Type - H-35	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THIS ACDT INVOLVED A HOMEBUILT, SIDE-BY-SIDE, TWO PLACE, LOW WING, HIGH PERFORMANCE AIRCRAFT. THE PURPOSE OF THE FLT WAS TO VISIT AN AIRSHOW AT WENDOVER. THE WEATHER WAS REPORTED TO BE CLEAR WITH LIGHT WINDS. RADAR TRACK DATA SHOWED THE ACFT TRACKED STRAIGHT AND LEVEL TO THE ACDT SITE AT 7,500 FT MSL (2,900 FT AGL). THE TRACK WAS STRAIGHT AND LEVEL ON ONE SWEEP AND WAS NOT SEEN ON THE NEXT SWEEP. THE ACDT SITE WAS IN LEVEL, OPEN DESERT TERRAIN. THERE WERE NO WITNESSES. EXAM OF THE SITE AND WRECKAGE REVEAL EVIDENCE SUGGESTING A STALL/SPIN TYPE OF IMPACT. EXAM OF THE WRECKAGE DID NOT REVEAL ANY EVIDENCE OF A PREIMPACT FAILURE OR DEFICIENCY OF THE AIRFRAME OR ENG. THE PLT RECEIVED A .4 HR CHECKOUT IN THE ACFT THE DAY BEFORE THE ACDT AND HAD LOGGED A TOTAL OF 1.4 HRS IN THE ACFT. HIS LOGBOOK SHOWED 1.4 HRS TOTAL TIME SINCE DECEMBER 29, 1987.

Brief of Accident (Continued)

File No. - 1229

8/07/88

GRANTSVILLE,UT

A/C Reg. No. N69WD

Time (Lcl) - 0720 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1385 9/15/88 LUND,UT A/C Reg. No. N9764 Time (Lcl) - 1115 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1167
SE LAND	Months Since - 28	Make/Model- 260
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS SPRAYING CROPS DURING AN AERIAL APPLICATION FLIGHT. DURING A RIGHT TURN AT THE END OF A SPRAY RUN, HE SAID HE DIVERTED HIS ATTENTION INTO THE COCKPIT TO CHECK THE METERING RATE, AND MAY HAVE INADVERTENTLY PUSHED THE CONTROL STICK FORWARD. WHEN HE LOOKED OUT AGAIN, HE SAW THAT THE LOW RIGHT WING WAS ABOUT TO HIT TREES. HE SAID HE TRIED TO LEVEL THE AIRCRAFT BUT THE RIGHT WING STRUCK THE TREES AND THE ACFT CARTWHEELED INTO A DIRT ROAD. .

Brief of Accident (Continued)

File No. - 1385

9/15/88

LUND,UT

A/C Reg. No. N9764

Time (Lc1) - 1115 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. DESCENT - INADVERTENT - PILOT IN COMMAND
4. DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - ROADWAY/HIGHWAY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1275	2/17/88	ORANGE, VA	A/C Reg. No. N2300N	Time (Lcl) - 1515 EST
-----------------	---------	------------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/004 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ORANGE, VA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ORANGE COUNTY</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 3200/ 75</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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 80</p> <p>Make/Model- 3</p> <p>Instrument- 1</p> <p>Multi-Eng - 0</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 3</p> <p>Rotorcraft - 0</p>
---	--	---

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, DURING THE LANDING ROLL THE ACFT DRIFTED TO THE RIGHT AND BEFORE HE COULD TAKE CORRECTIVE ACTION THE ACFT GROUND LOOPED. HE HAD 3 HRS OF TOTAL TIME IN THIS MAKE/MODEL ACFT. THE PLT RPTD HE WAS LATE APPLYING CORRECTIVE RUDDER FORCES. HE REPORTED NO MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1275

2/17/88

ORANGE, VA

A/C Reg. No. N2300N

Time (Lcl) - 1515 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - 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) 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. - 1274	4/05/88	MANASSAS,VA	A/C Reg. No. N1719J	Time (Lcl) - 2035 EDT
<hr/>				
----Basic Information----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		
Type of Operation	-PERSONAL	DESTROYED	Fatal	Injuries
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	Serious 0
Accident Occurred During	-LANDING	NONE	Pass 3	Minor 0
				None 0
<hr/>				
----Aircraft Information----				
Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 150 HP	
<hr/>				
----Environment/Operations Information----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- ACFT RADIO	FARMVILLE,VA		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	MANASSAS,VA	MANASSAS	
Wind Dir/Speed	- 210/004 KTS	ATC/Airspace	Runway Ident - UNK/NR	
Visibility	- 20.0 SM	Type of Flight Plan	Runway Lth/Wid - UNK/NR	
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	Runway Surface - UNK/NR	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - UNK/NR	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			
<hr/>				
----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 - 201	Last 24 Hrs - 7	
SE LAND	Months Since - 14	Make/Model- 187	Last 30 Days- 11	
	Aircraft Type - PA-28	Instrument- 10	Last 90 Days- 20	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
----Narrative----				
<p>THE PILOT HAD DEPARTED WAYCROSS, GA, ON THE MORNING OF THE ACCIDENT FOR A CROSS COUNTRY FLIGHT TO MANASSAS, VA. DURING THE APPROACH INTO MANASSAS, THE AIRCRAFT CONTACTED TREES OFF THE APPROACH ENDS OF RWYS 34L AND 34R. BOTH RWYS WERE IN USE AT THE TIME AND IT IS UNKNOWN WHICH THE PILOT WAS ATTEMPTING TO LAND ON. THE AIRCRAFT STALLED INTO AN OPEN FIELD SHORT OF THE AIRPORT BETWEEN THE EXTENDED CENTERLINES OF THE RUNWAYS. NO EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION OF THE AIRPLANE OR THE ENGINE WAS FOUND. THE VASI LIGHTS HAD BEEN OUT OF SERVICE FOR AT LEAST ONE YEAR PRIOR TO THE ACCIDENT. THE APPROACHES TO RUNWAYS 34L AND 34R WERE DESCRIBED BY PILOTS FAMILIAR WITH THE AIRPORT AS BEING LIKE A "BLACK HOLE" DUE TO THE LACK OF VISUAL REFERENCES OVER THE TREES AND FIELD.</p>				
<hr/>				

Brief of Accident (Continued)

File No. - 1274

4/05/88

MANASSAS,VA

A/C Reg. No. N1719J

Time (Lcl) - 2035 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - NIGHT
2. AIRPORT FACILITIES,VISUAL APCH SLOPE IND(VASI) - NOT OPERATING
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
5. OBJECT - TREE(S)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. STALL/MUSH - 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) 3,4,6

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. - 1281	5/01/88	MANASSAS,VA	A/C Reg. No. N9358S	Time (Lcl) - 1700 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-PERSONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	NONE	Crew	Minor
Accident Occurred During	-LANDING		Pass	None
			0	0
			0	0
			0	0
			0	1
			0	0
-----Aircraft Information-----				
Make/Model	- BEECH C23	Eng Make/Model	- LYCOMING O-360-A4U	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	- PATWAS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	WINCHESTER,VA		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	MANASSAS,VA	MANASSAS	
Wind Dir/Speed	- 010/015 KTS	ATC/Airspace	Runway Ident - 34	
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid - 3700/ 100	
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 401	Last 24 Hrs - 4	
SE LAND	Months Since - 9	Make/Model- 396	Last 30 Days- UNK/NR	
	Aircraft Type - BE-23	Instrument- 1	Last 90 Days- 12	
			Rotorcraft - 2	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PLT SAID THAT EARLIER HE ATTEMPTED TO LAND AT CARLISLE, PA AND DURING THE LNDG ROLL HE ENCOUNTERED A WIND GUST AND LOST DIRECTIONAL CONTROL OF THE ACFT. THE R WING RAISED AND THE ACFT WENT OFF THE SIDE OF THE RWY. THE PLT SAID HE HEARD A LOUD BUMP AS THE L WING DRAGGED THE GROUND. THE PLT REGAINED CONTROL AND DID A GO AROUND. HE FLEW TO MANASSAS AND LANDED. AS HE TRIED TO TURN OFF THE RWY THE L GEAR COLLAPSED. EXAMINATION OF THE ACFT REVEALED OVERLOAD FAILURE OF THE L MAIN GEAR HOUSING.				

Brief of Accident (Continued)

File No. - 1281

5/01/88

MANASSAS,VA

A/C Reg. No. N9358S

Time (Lcl) - 1700 EDT

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 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1337 5/11/88 YORKTOWN, VA A/C Reg. No. N567MM Time (Lcl) - 1257 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	1	
Pass 0	0	0	0	

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - MOONEY M-20J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 220/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEWPORT NEWS, VA
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

PATRICK HENRY INTL
Runway Ident - 20
Runway Lth/Wid - 6526/ 150
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 - 14
Aircraft Type - M-20J

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	1570	Last 24 Hrs -	0
Make/Model-	638	Last 30 Days-	UNK/NR
Instrument-	174	Last 90 Days-	33
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS RETURNING TO THE ARPT AFTER A 20 MINUTE LOCAL FLIGHT. ABOUT 5 MILES FROM THE ARPT HE NOTICED THE OIL PRES/TEMP GAGES INDICATED ZERO EVEN AFTER HE CHECKED THE CIRCUIT BREAKERS-SHORTLY AFTERWARD THE ENGINE BEGAN TO LOSE POWER AND VIBRATE SEVERELY. THE PLT SHUT THE ENG DOWN AND LANDED IN A FIELD. EXAMINATION OF THE ACFT REVEALED THERE WAS OIL LEAKAGE THROUGH A SPLIT IN THE OIL GASKET LOCATED BETWEEN THE OIL FILTER CONVERTER PLATE AND ITS MOUNTING FLANGE. THERE WAS FAILURE OF THE CYL NO. 4 CONNECTING ROD BEARING BECAUSE OF THE LACK OF LUBRICATION.

Brief of Accident (Continued)

File No. - 1337

5/11/88

YORKTOWN,VA

A/C Reg. No. N567MM

Time (Lcl) - 1257 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL FILTER/SCREEN - OVERTORQUE
 2. MAINTENANCE - IMPROPER -
 3. LUBRICATING SYSTEM,OIL GASKET - FRACTURED
 4. FLUID,OIL - STARVATION
 5. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1286 8/04/88 CHANTILLY, VA A/C Reg. No. N7866Y Time (Lcl) - 1258 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-30-160R	Eng Make/Model - LYCOMING IO-320-B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
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	FRONT ROYAL, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DULLES
Wind Dir/Speed- 170/006 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10001/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 8802
SE LAND, ME LAND	Months Since - 14	Make/Model - 425
	Aircraft Type - PA-30	Instrument - 422
		Multi-Eng - 425
		Last 24 Hrs - 3
		Last 30 Days - 34
		Last 90 Days - 128

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTR & STU PLT WERE DOING A PRACTICE LANDING ON RWY 27 AT THE FRONT ROYAL AIRPORT WHEN THE ACFT LANDED HARD AND BOUNCED ABOUT 20 FT HIGH. A GO AROUND WAS MADE, HOWEVER, THE LANDING GEAR WOULD NOT RETRACT. AFTER TWO FLYOVERS OF THE ARPT IT WAS CONFIRMED THAT THE L MAIN GEAR WAS DAMAGED. THE INSTR DECIDED TO FLY TO DULLES INTL ARPT WHERE A LANDING WAS MADE ON THE TWO EXTENDED LANDING GEAR. THE STU WAS A CERTIFIED COMMERCIAL PLT WHO WAS PRACTICING FOR A FLIGHT CHECK. HE HAD 11 TOTAL FLT HRS IN THIS ACFT AND THIS WAS HIS SIXTH FLIGHT IN IT.

Brief of Accident (Continued)

File No. - 1286

8/04/88

CHANTILLY, VA

A/C Reg. No. N7866Y

Time (Lcl) - 1258 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ALTITUDE - MISJUDGED - DUAL STUDENT
 2. DESCENT - EXCESSIVE - DUAL STUDENT
 3. LEVEL OFF - DELAYED - DUAL STUDENT
 4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1338	8/25/88	PORT ROYAL, VA	A/C Reg. No. N213JA	Time (Lcl) - 0900 EDT
-----------------	---------	----------------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -AERIAL OBSERVATION	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					None

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FREDERICKSBURG, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SHANNON
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 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 - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1200
SE LAND,ME LAND	Months Since - 1	Make/Model- 352
	Aircraft Type - PA-23	Instrument- 57
		Multi-Eng - 6
		Last 24 Hrs - 4
		Last 30 Days- 70
		Last 90 Days- 189
		Rotorcraft - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DEPARTED FREDERICKSBURG, VA, FOR A POWER LINE PATROL FLIGHT IN PORT ROYAL, VA. AFTER INTERSECTING THE POWER LINES AT THE SUBSTATION, THE PATROL WAS INITIATED FLYING 10 FT ABOVE AND 20 FT TO THE LEFT OF THE LINES. THE PLT STATED HE WAS LOOKING FORWARD OUTSIDE THE ACFT WHEN HE FELT THE ACFT CONTACT THE POWER LINES. CONTACT WITH TWO LINES RESULTED IN THE SEPARATION OF 4 FT OF THE RUDDER, ELEVATOR DAMAGE, AND SUBSTANTIAL DAMAGE TO THE RIGHT FLAP. THE PLT CONTINUED THE FLT AND RETURNED TO SHANNON ARPT AFTER DECLARING AN EMERGENCY WITH QUANTICO MARINE BASE ATCT. THE PLT MADE A LONG STRAIGHT-IN APCH TO RWY 23 AND LANDED THE ACFT WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1338

8/25/88

PORT ROYAL,VA

A/C Reg. No. N213JA

Time (Lcl) - 0900 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1285 8/31/88 DANVILLE, VA A/C Reg. No. N47TA Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

-----Aircraft Information-----

Make/Model - ARTHUR ACROSPORT 1

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1400

No. of Seats - 1

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE

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

DANVILLE, VA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 350

Make/Model- 7

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 10

Last 90 Days- 15

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A PERFORMANCE TEST FLIGHT WHEN A POWER LOSS OCCURRED AT 1100 FT MSL. THE PLT UNSUCCESSFULLY TRIED TO RESTART THE ENGINE AND MADE A FORCED LANDING IN AN OPEN FIELD. EXAMINATION OF THE ACFT REVEALED THE RUBBER HOSE VENT LINE WAS OBSTRUCTED WITH TRAPPED FUEL.

Brief of Accident (Continued)

File No. - 1285

8/31/88

DANVILLE, VA

A/C Reg. No. N47TA

Time (Lcl) - 1630 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM, VENT - BLOCKED(TOTAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1374	10/16/88	RIDGEWAY, VA	A/C Reg. No. N66RJ	Time (Lcl) - 1420 EDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-PERSONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0
Accident Occurred During	-TAXI		Pass 0	0
				Minor 0
				None 1
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- PITTS S-1S	Eng Make/Model	- LYCOMING O-360-A4A	ELT Installed/Activated
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	- NO -N/A
Max Gross Wt	- 1150	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 1	Rated Power	- 100 HP	- NO
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP	
Method	- N/A	MAYODAN, NC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	PACE AIRPORT	
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace	Runway Ident - 18	
Visibility	- 20.0 SM	Type of Flight Plan	- 3000/ 200	
Lowest Sky/Clouds	- 20000 FT SCATTERED	Type of Clearance	- GRASS/TURF	
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP	
Obstructions to Vision	- NONE		Runway Status - DRY	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total	- 2219	Last 24 Hrs - 1
SE LAND	Months Since - 12	Make/Model	- 555	Last 30 Days - 7
	Aircraft Type - S-1S	Instrument	- UNK/NR	Last 90 Days - 25
		Multi-Eng	- 175	Rotorcraft - UNK/NR
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
THE PILOT LANDED TO THE SOUTH ON THE PRIVATE AIRSTRIP. IN AN ATTEMPT TO MAKE A LEFT 180 DEG TURN TO BACK TAXI ON THE RUNWAY AND AVOID ACFT PARKED ALONG THE LEFT SIDE OF THE RUNWAY, THE PILOT STEERED HIS AIRPLANE TO THE RIGHT. WHILE TURNING TO THE RIGHT, THE AIRPLANE TRAVELED INTO A DITCH AND NOSED OVER. THE RUNWAY NARROWS AT THE POINT WHERE THE AIRPLANE TRAVELED INTO THE DITCH.				
<hr/>				

Brief of Accident (Continued)

File No. - 1374

10/16/88

RIDGEWAY,VA

A/C Reg. No. N66RJ

Time (Lcl) - 1420 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1256	9/05/88	TOLEDO,WA	A/C Reg. No. N9559L	Time (Lcl) - 1245 PDT
-----------------	---------	-----------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					None
					1
					2

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TOLEDO,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TOLEDO-WINLOCK
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4978/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 49	Last 24 Hrs - 0
SE LAND	Months Since - 1	Make/Model- 3	Last 30 Days- 16
	Aircraft Type - C-150F	Instrument- 2	Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ABORTED THE FIRST TAKEOFF DUE TO THE ENGINE NOT DEVELOPING FULL POWER. AFTER ANOTHER RUN UP, THE PILOT ELECTED TO MAKE ANOTHER TAKEOFF. THE PILOT ABORTED MIDFIELD, BY RETARDING THE POWER AND APPLYING HEAVY BRAKING, DUE TO THE AIRCRAFT NOT DEVELOPING FULL POWER. THE BRAKE FADED AND AN OVERRUN OCCURRED. DURING THE OVERRUN THE AIRCRAFT STRUCK A DITCH AND THEN A BARBED WIRE FENCE. THE AIRCRAFT CAME TO REST IN ANOTHER DITCH WHERE THE NOSE GEAR SEPARATED FROM THE AIRCRAFT. NO REASON FOR THE ENGINE NOT DEVELOPING FULL POWER COULD BE DETERMINED. INSPECTION OF THE BRAKE SYSTEM REVEALED EVIDENCE OF OVERTEMPERATURE, EXCESSIVE WEAR, AND DETERIORATED BRAKE SEALS, CONSISTENT WITH OVERHEATING.

Brief of Accident (Continued)

File No. - 1256

9/05/88

TOLEDO,WA

A/C Reg. No. N9559L

Time (Lcl) - 1245 PDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - ABORTED

Finding(s)

5. TERRAIN CONDITION - DITCH
6. OBJECT - FENCE
7. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1257 9/23/88 SEATTLE,WA A/C Reg. No. N96248 Time (Lcl) - 1615 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -TAKEOFF			0	0	0
				None	0

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-12D	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 - 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	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SNOHOMISH,WA	BOEING FIELD
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - 13L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3710/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1314
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 1067
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT RECEIVED ATIS INFO WHICH ADVISED OF GUSTY CROSSWIND CONDITIONS AND LOW LEVEL WIND SHEAR AND RECOMMENDED CONTACTING SEATTLE RADIO(FSS) FOR FURTHER INFO. PLT DID NOT CONTACT FSS AND INITIATED TAKEOFF. AT 100-200 FT AGL, ACFT ENCOUNTERED TURBULENCE, PITCHED UP, ROLLED OFF ON A WING TO NOSEDOWN ATTITUDE AND COLLIDED WITH RUNWAY SURFACE. THE WINDS WERE GUSTING TO 18 KNOTS.

Brief of Accident (Continued)

File No. - 1257

9/23/88

SEATTLE,WA

A/C Reg. No. N96248

Time (Lcl) - 1615 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - WINDSHEAR
3. WEATHER CONDITION - TURBULENCE
4. WEATHER CONDITION - CROSSWIND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

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) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1249 9/29/88 RENTON, WA A/C Reg. No. N5896W Time (Lcl) - 1436 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-28-160	Eng Make/Model	- LYCOMING O-320-D2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 160 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 - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>TILLAMOOK, OR</p> <p>Destination</p> <p>RENTON, WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>RENTON MUNICIPAL</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 2300/ 200</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>STUDENT</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 43</p> <p>Make/Model- 33</p> <p>Instrument- 1</p> <p>Multi-Eng - 0</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- 4</p> <p>Last 90 Days- 16</p> <p>Rotorcraft - 0</p>
--	---	--

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS RETURNING FROM A LONG SOLO CROSS COUNTRY. THE RUNWAY WAS UNDERGOING CONSTRUCTION. 2,300 FEET REMAINED FOR LANDING. LANDING NEEDED TO BE ACCOMPLISHED OVER BARRIERS. THE STUDENT PILOT HAD APPROACH FLAPS SET. THE TOWER ASKED THE PILOT TO MAKE A HIGH APPROACH. THE PILOT THEN ADDED FULL FLAPS. A HIGH RATE OF SINK DEVELOPED. A HARD BOUNCED LANDING THEN OCCURRED. THE AIRCRAFT VEERED TO THE RIGHT OF THE RUNWAY AND CONTINUED UNTIL IT STRUCK A RIVER THAT PARALLELED THE RUNWAY. THE PILOT STATED THAT THERE WAS NO EFFECTIVE LEFT RUDDER OR LEFT BRAKE AVAILABLE. FAA AIRWORTHINESS INSPECTORS INSPECTED THE BRAKING SYSTEM AND THE AIRCRAFT, BUT COULD FIND NO REASON FOR LOSS OF LEFT RUDDER CONTROL OR LEFT BRAKING.

Brief of Accident (Continued)

File No. - 1249

9/29/88

RENTON, WA

A/C Reg. No. N5896W

Time (Lcl) - 1436 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - DISPLACED THRESHOLD
 2. DESCENT - EXCESSIVE - PILOT IN COMMAND
 3. FLARE - DELAYED - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. TERRAIN CONDITION - WATER
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1248	10/02/88	ENUMCLAW,WA	A/C Reg. No. N9241Z	Time (Lcl) - 1615 PDT
-----------------	----------	-------------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0
Accident Occurred During - MANEUVERING			0	0
				Minor
				None
				1
				1

-----Aircraft Information-----

Make/Model - BLANIK L-13	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1102	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE/003 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ENUMCLAW,WA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity 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>
---	--	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,FLT ENG</p> <p>SE LAND,ME LAND</p> <p>GLIDER</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 22</p> <p>Aircraft Type - DC-10</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3261</p> <p>Make/Model- 28</p> <p>Instrument- 132</p> <p>Multi-Eng - 209</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 82</p> <p>Last 90 Days- 212</p> <p>Rotorcraft - 0</p>
--	--	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ALLOWED THE AIRCRAFT TO BECOME TOO CLOSE TO TERRAIN WHILE SOARING. A STEEP TURN TO REVERSE DIRECTION RESULTED IN ENTRY INTO AN ACCELERATED STALL AT LOW ALTITUDE. THE PILOT LOWERED THE NOSE OF THE AIRCRAFT TO RECOVER, HOWEVER, WHILE LOWERING THE NOSE OF THE AIRCRAFT TREE TOPS WERE STRUCK IN FLIGHT. ALTHOUGH THE LEFT AILERON, HORIZONTAL STABILIZER AND ELEVATOR WERE DAMAGED, THE PILOT WAS ABLE TO RETURN TO THE DEPARTURE AIRPORT AND LAND.

Brief of Accident (Continued)

File No. - 1248

10/02/88

ENUMCLAW,WA

A/C Reg. No. N9241Z

Time (Lc1) - 1615 PDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1347 10/05/88 CASHMERE,WA A/C Reg. No. N75107 Time (Lcl) - 1810 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	3

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 5

Eng Make/Model - CONTINENTAL TSIO-360-E
Number Engines - 2
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- 100/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YAKIMA,WA
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

CASHMERE
Runway Ident - 25
Runway Lth/Wid - 1800/ 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 - 23

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	- 420	Last 24 Hrs	- 5
Make/Model-	39	Last 30 Days-	62
Instrument-	63	Last 90 Days-	113
Multi-Eng	- 45	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT LANDED SHORT OF HARD SURFACE, COLLAPSING LNDG GEAR.

Brief of Accident (Continued)

File No. - 1347

10/05/88

CASHMERE,WA

A/C Reg. No. N75107

Time (Lcl) - 1810 PDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1261 11/06/88 ANACORTES,WA A/C Reg. No. N9495M Time (Lcl) - 1725 PST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-WEST ISLE AIR, INC.	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PAX/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	1

-----Aircraft Information-----

Make/Model	- CESSNA 210K	Eng Make/Model	- CONTINENTAL IO-520-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	FRIDAY HARBOR,WA			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	ANACORTES,WA		ANACORTES	
Wind Dir/Speed	- 240/015 KTS	ATC/Airspace		Runway Ident	- 18
Visibility	- 10.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 3000/ 60
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 3000 FT BROKEN	Type Apch/Lndg	- FULL STOP	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DUSK				

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI,FLT ENG	Current - YES	Total - 12000	Last 24 Hrs - 5
SE LAND,ME LAND,SE SEA	Months Since - 2	Make/Model- 75	Last 30 Days- 78
	Aircraft Type - C-172	Instrument- 1200	Last 90 Days- 240
		Multi-Eng - 4000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A GUSTY CROSSWIND LANDING, TOUCHDOWN WAS ACCOMPLISHED ABOUT 500 FEET PAST THE RUNWAY THRESHOLD. THE AIRCRAFT BOUNCED AT TOUCHDOWN. THE PILOT STATED THAT HE THOUGHT HE HAD A FLAT MAIN TIRE. THE PILOT MOMENTARILY ADDED POWER AFTER TOUCHDOWN TO GO-AROUND THEN DECIDED TO CONTINUE THE LANDING. DURING THE ROLLOUT, THE AIRCRAFT DEPARTED THE RUNWAY TO THE LEFT. THE PILOT REPORTED THAT WHEN THE ACFT COLLIDED WITH TERRAIN THE MAIN LANDING GEAR WAS NOT DOWN BUT THE NOSE GEAR WAS DOWN AND LOCKED. THE LANDING GEAR AND ITS SYSTEMS WERE SUBSEQUENTLY INSPECTED AND TESTED. NO ABNORMALITIES COULD BE FOUND. THE PILOT ESTIMATED THAT THE WIND WAS GUSTING TO 25 KNOTS.

Brief of Accident (Continued)

File No. - 1261

11/06/88

ANACORTES,WA

A/C Reg. No. N9495M

Time (Lcl) - 1725 PST

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. GEAR RETRACTION - 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) 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. - 1346 11/12/88 PORT GAMBLE, WA A/C Reg. No. N2460P Time (Lcl) - 0845 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - ROBINSON R-22
Landing Gear - SKID
Max Gross Wt - 1370
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 120/007 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 700 FT SCATTERED
Lowest Ceiling - 2700 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SEATTLE, WA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION
ROUGH

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - SIMULATED FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND
HELICOPTER

Age - 26
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 225	Last 24 Hrs - 3
Make/Model- 70	Last 30 Days- 56
Instrument- UNK/NR	Last 90 Days- 56
Multi-Eng - UNK/NR	Rotorcraft - 98

Instrument Rating(s) - NONE

-----Narrative-----

FOREIGN NATIONAL PILOT WAS OBTAINING HELICOPTER INSTRUCTION. ON SOLO FLT TO PRACTICE LNDGS IN UNIMPROVED TERRAIN, TOUCHED DOWN ON STUMP WITH ONE SKID AND ROLLED OVER. PLT CITED TEMPORARY PWR LOSS DURING APPROACH. INVESTIGATION FOUND NO ENGINE MALFUNCTION.

Brief of Accident (Continued)

File No. - 1346

11/12/88

PORT GAMBLE, WA

A/C Reg. No. N2460P

Time (Lcl) - 0845 PST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1273 8/10/88 BEAVER DAM,WI A/C Reg. No. N4856Y Time (Lc1) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540-B2C5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 235 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	JUNEAU,WI	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	
Wind Dir/Speed	ATC/Airspace	Runway Ident
- 150/008 KTS	Type of Flight Plan	- N/A
Visibility	- NONE	Runway Lth/Wid
- 10.0 SM	Type of Clearance	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
- CLEAR	Type Apch/Lndg	- N/A
Lowest Ceiling	- FORCED LANDING	
- NONE		
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total - 12000
SE LAND,ME LAND,SE SEA	Months Since	- 17	Make/Model- 8000
	Aircraft Type	- C-172	Instrument- 245
			Multi-Eng - 1400
			Last 24 Hrs - 5
			Last 30 Days- 30
			Last 90 Days- 240

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLIGHT THE AIRCRAFT EXPERIENCED A TOTAL LOSS OF POWER DUE TO FUEL EXHAUSTION. THE PILOT STATED THAT THERE WERE NO GOOD LANDING AREAS AVAILABLE, SO HE ELECTED TO MAKE THE EMERGENCY LANDING IN A MARSH. THE AIRCRAFT LANDED HARD AND SUSTAINED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1273

8/10/88

BEAVER DAM,WI

A/C Reg. No. N4856Y

Time (Lcl) - 2000 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1392 8/17/88 PLOVER,WI A/C Reg. No. N8495 Time (Lc1) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -AERIAL APPLICATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Crew 0	0	0	1
Accident Occurred During -DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN/SCHWIEZER 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3100
SE LAND	Months Since - 21	Make/Model- 1500
	Aircraft Type - 7KCAB	Instrument- 20
		Last 24 Hrs - 10
		Last 30 Days- 200
		Last 90 Days- 400

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A FARM MACHINERY SHED DURING AN AERIAL APPLICATION MANEUVER. THE PILOT STATED THAT THERE WAS NO POWERPLANT OR CONTROL MALFUNCTION. THE TEMPERATURE AT THE ACCIDENT SITE WAS 87 DEGREES (F), WITH A CALCULATED DENSITY ALTITUDE OF 2944 FEET. THE PILOT STATED THAT AN ENE WIND OFF A RIDGE JUST EAST OF THE FLIGHT PATH CREATED TURBULENCE.

Brief of Accident (Continued)

File No. - 1392

8/17/88

PLOVER, WI

A/C Reg. No. N8495

Time (Lcl) - 0900 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - TURBULENCE
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
5. LOAD JETTISON - INITIATED - PILOT IN COMMAND
6. STALL/MUSH
7. OBJECT - TREE(S)
8. OBJECT - BUILDING(NONRESIDENTIAL)

---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) 2,3,4,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1399 8/20/88 SUPERIOR,WI A/C Reg. No. N39F Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - SMITH MINIPLANE	Eng Make/Model - LYCOMING O-290	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1130	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	SUPERIOR,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 100/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 1458
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 63
		Last 30 Days- 7
		Instrument- UNK/NR
		Last 90 Days- 37
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN NORMAL CRUISE THE AIRCRAFT EXPERIENCED A TOTAL LOSS OF ENGINE POWER. THE PILOT EXECUTED AN EMERGENCY DESCENT TO A FORCED LANDING. THE AIRCRAFT ENCOUNTERED UNSUITABLE TERRAIN WHICH RESULTED IN A HARD LANDING AND SUBSTANTIAL DAMAGE TO THE AIRCRAFT. THE PILOT REPORTED NO INJURIES. SUBSEQUENT INVESTIGATION REVEALED A FRACTURE OF THE FUEL LINE, HAD OCCURRED AT THE POINT WHERE THE PILOT/OWNER HAD INSTALLED AN AUTOMOTIVE TYPE FUEL PRESSURE REGULATOR. THE REGULATOR HAD NOT BEEN SUPPORTED PROPERLY TO GUARD AGAINST THE EFFECTS OF VIBRATION.

Brief of Accident (Continued)

File No. - 1399

8/20/88

SUPERIOR,WI

A/C Reg. No. N39F

Time (Lcl) - 1945 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - BOGUS PART
2. MAINTENANCE,MODIFICATION - IMPROPER - PILOT IN COMMAND
3. MATERIAL INADEQUATE - PILOT IN COMMAND
4. FUEL SYSTEM,FUEL CONTROL - FRACTURED

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)

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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1287 3/24/88 NEW CUMBERLAND, WV A/C Reg. No. N1807Y Time (Lcl) - 1245 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	1
Accident Occurred During	-LANDING						

-----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 - 2250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/016 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">HERRON</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 2050/ 20</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
---	--	--

-----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 - 612
SE LAND, ME LAND	Months Since - 5	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- 56
		Multi-Eng - 12
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 18
		Rotorcraft - 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT DURING THE LANDING ROLL THE BRAKES DID NOT OPERATE DESPITE HIS CONTINUED APPLICATION OF PRESSURE ON THE PEDALS. AS THE ACFT NEARED THE RWY END HE TRIED TO SWERVE THE ACFT LEFT TOWARD A RUNUP PAD. HOWEVER, AT THE SAME TIME THE R BRAKE OPERATED. THE ACFT REMAINED ON THE RWY, RAN OFF THE RWY END AND DOWN AN EMBANKMENT BEFORE IT NOSED OVER. EXAMINATION OF THE ACFT REVEALED THE L BRAKE LINE WAS WORN THROUGH FROM CHAFING AGAINST THE FUSELAGE.

Brief of Accident (Continued)

File No. - 1287

3/24/88

NEW CUMBERLAND, WV

A/C Reg. No. N1807Y

Time (Lc1) - 1245 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
2. HYDRAULIC SYSTEM, LINE - CHAFED
3. MAINTENANCE - INADEQUATE -
4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1269 8/07/88 RACINE, WV A/C Reg. No. N4873T Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-FERRY	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	Pass		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-28-180	Eng Make/Model	- LYCOMING O-360-A3A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- UNK/NR	ARLINGTON, TX		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	CHARLESTON, WV	YEAGER	
Wind Dir/Speed	- CALM		Runway Ident	- 33
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 4750/ 150
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 420
SE LAND	Months Since - 1	Make/Model	- 8
	Aircraft Type - C-172	Instrument	- 60
		Multi-Eng	- 0
		Last 24 Hrs	- 8
		Last 30 Days	- 18
		Last 90 Days	- 33
		Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON THE FIRST LEG OF A FERRY FLIGHT TO WEST GERMANY. THE ACFT WAS ABOUT 30 MILES FROM CHARLESTON WHEN THE PLT NOTICED THE FUEL GAGES INDICATED ABOUT 5 & 11 GALS RESPECTIVELY REMAINING IN THE LEFT & RIGHT FUEL TANKS. HE PROCEEDED TO CHARLESTON, WHILE SWITCHING TANK POSITIONS, BEFORE FUEL EXHAUSTION OCCURRED ABOUT 15 MILES FROM CHARLESTON. HE MADE A FORCED LANDING ON A ROAD WITH THE RT WING STRIKING A POWER LINE DURING THE LANDING APPROACH. EXAMINATION OF THE ACFT REVEALED THE TANKS WERE EMPTY. THE ACFT WAS EQUIPPED WITH AN EXTRA FUEL TANK WITH A 28 GAL CAPACITY. THE ACFT WAS AIRBORNE ABOUT EIGHT HOURS.

Brief of Accident (Continued)

File No. - 1269

8/07/88

RACINE,WV

A/C Reg. No. N4873T

Time (Lc1) - 1730 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - WIRE,TRANSMISSION
6. LANDING GEAR,NOSE GEAR - OVERLOAD
7. LANDING GEAR,NOSE GEAR - COLLAPSED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1339 8/27/88 HARDING, WV A/C Reg. No. N2922A Time (Lcl) - 1745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	2
Accident Occurred During	-LANDING	Pass	0	0	0	2

-----Aircraft Information-----

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470-J	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 225 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- 210/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MORGANTOWN, WV</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FORCED LANDING</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>DURRETT AIR RANCH</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 1550/ 150</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
---	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 62</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - C-180</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1429</p> <p>Make/Model- 97</p> <p>Instrument- 11</p> <p>Multi-Eng - 0</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- 11</p> <p>Last 90 Days- 31</p> <p>Rotorcraft - 0</p>
---	---	--

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED MORGANTOWN, WV, EN ROUTE TO A PRIVATE AIRSTRIIP, DURRETT AIR RANCH, NEAR HARDING, WV TO ATTEND A CESSNA 180 FLY-IN. HE STATED HE CIRCLED THE AIRSTRIIP TO DETERMINE THE WIND AND RWY CONDITIONS. HE ALSO CALLED UNICOM FOR ACTIVE RWY INFO BUT DID NOT RECEIVE A REPLY. PLT STATED HE ELECTED TO LAND ON RWY 30 UNAWARE THAT THE 1500 FT RWY CONTAINED A STEEP DOWNSLOPE. THE ACFT TRAVELED OFF THE END OF THE RWY, INTO A RAVINE AND INTO A WOODED AREA WHERE IT NOSED OVER DURING THE LANDING ROLL. THE PLT REPORTED HE COULD HAVE PREVENTED THE ACCIDENT BY MAKING A LOW PASS OVER THE RWY OR BY INITIATING A GO-AROUND INSTEAD OF HESITATING DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 1339

8/27/88

HARDING, WV

A/C Reg. No. N2922A

Time (Lcl) - 1745 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PLANNED APPROACH - IMPROPER - 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. TERRAIN CONDITION - DOWNHILL
5. TERRAIN CONDITION - TREE(S)

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

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. - 1254 8/31/88 CHARLESTON, WV A/C Reg. No. N15948 Time (Lcl) - 0830 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1L
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 - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC

Wind Dir/Speed- 060/003 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BRIDGEPORT, WV

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER

Airport Proximity
ON AIRPORT

Airport Data

CHARLESTON/YEAGER
Runway Ident - 05
Runway Lth/Wid - 6302/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 20
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 260
Last 24 Hrs - 2
Make/Model- 8
Last 30 Days- 20
Instrument- 50
Last 90 Days- 60
Multi-Eng - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS EXECUTING THE ILS RWY 5 APCH WHEN HE ENTERED FOG ABOUT 350 FT ABOVE THE DH. ACCORDING TO THE PLT, UPON REACHING THE DH HE SIGHTED THE RWY AND CONTINUED THE APCH. AFTERWARD THE PLT SAID HE DEVIATED LEFT OF THE LOCALIZER CENTERLINE AND AS HE WAS TURNING BACK TO IT HE INADVERTENTLY DESCENDED BELOW THE GLIDE SLOPE AND STRUCK A TREE. THE TREE WAS ABOUT 300 FT LEFT OF THE RWY, ABOUT 50 FT BELOW IT, AND ABOUT 300 FT PAST THE RWY THRESHOLD. THE PLT WAS ABLE TO REMAIN AIRBORNE AND LANDED ABOUT 2000 FT DOWN THE RWY WHERE IT WENT OFF THE SIDE OF IT. EXAMINATION OF THE ACFT REVEALED THAT ABOUT 12 INCHES OF THE LEFT WING INBOARD LEADING EDGE WAS PUSHED BACK TO THE SPAR AS A RESULT OF THE TREE STRIKE. THE ENTIRE LEFT WING WAS TWISTED DOWN ABOUT 30 DEGREES. DURING THE LANDING THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1254

8/31/88

CHARLESTON, WV

A/C Reg. No. N15948

Time (Lcl) - 0830 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. DECISION HEIGHT - BELOW - PILOT IN COMMAND
4. OBJECT - TREE(S)

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) 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. - 1299 11/04/88 BRIDGEPORT, WV A/C Reg. No. N39550 Time (Lcl) - 1941 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	1	0	0
Accident Occurred During -APPROACH						

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TS10-360-FB1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GREER, SC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BRIDGEPORT, WV	BENEDUM
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5198/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision- NONE	TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 670
SE LAND	Months Since - 3	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - PA-28R	Make/Model- 136
		Last 30 Days- 16
		Instrument- 156
		Last 90 Days- 32
		Multi-Eng - 2
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS CLEARED TO EXECUTE A VISUAL APPROACH TO RWY 21 AND WAS ISSUED THE CURRENT ALT SETTING OF 29.60" HG. THE APPROACH WAS MADE UNDER DARK NIGHT AND GUSTY CROSSWIND CONDITIONS TO A LIGHTED RUNWAY IN RURAL MOUNTAINOUS/HILLY TERRAIN. DURING FINAL APPROACH THE ACFT COLLIDED WITH A TREE LOCATED APPROX 3,500' FROM RWY 21 AT APPROX 1,300' MSL. THE APRT ELEVATION WAS 1,203' MSL. THE AIRCRAFT CAME TO REST AT APPROX 1,280' MSL ON A HILLSIDE. A PHOTO WAS TAKEN BY RESCUE WORKERS THAT SHOWS THE ALT INDICATING 1,430" MSL. THE ALT SETTING FOUND IN THE WRECKAGE WAS 29.74" HG. THE PLT COULD NOT RECALL SETTING THE ALT PRIOR TO THE APPROACH. THE ALT WAS TESTED AND FOUND TO OPERATE PROPERLY. THE PLT REPORTED THAT NO PRE-IMPACT DEFICIENCIES WERE PRESENT IN THE ACFT AND COULD NOT RECALL THE ACCIDENT. WINDS WERE RECORDED AS GUSTING TO 18 KNOTS AND WHEN THE TOWER CLEARED THE ACFT TO LAND THE CONTROLLER STATED THAT THEY WERE GUSTING TO 16 KNOTS.

Brief of Accident (Continued)

File No. - 1299

11/04/88

BRIDGEPORT, WV

A/C Reg. No. N39550

Time (Lcl) - 1941 EST

Occurrence #1 MISCELLANEOUS/OTHER

Phase of Operation DESCENT - NORMAL

Finding(s)

1. ALTIMETER SETTING - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. OBJECT - TREE(S)
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - CROSSWIND
6. WEATHER CONDITION - GUSTS

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

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) 1,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

Brief of Accident

File No. - 1262	6/05/88	ENCAMPMENT,WY	A/C Reg. No. N6454V	Time (Lcl) - 1700 MDT
-----------------	---------	---------------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Crew	0	1	0
Accident Occurred During -TAKEOFF		Pass	0	1	0

-----Aircraft Information-----

Make/Model - HELIO H-295	Eng Make/Model - LYCOMING GO-480	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 295 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ENCAMPMENT,WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOULDER,CO	MILL CREEK STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500/ 50
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 - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 500
SE LAND	Months Since - 12	Make/Model- 300
	Aircraft Type - PIPER	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 3
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE CALCULATED THE DENSITY ALTITUDE TO HAVE BEEN 11,300 FT AT TAKEOFF. HE SAID THE ACFT WAS NEAR MAX GROSS WT AND THAT THE GRASS STRIP HE DEPARTED FROM WAS APPROX 1,500 FT LONG. THE PLT STATED "I WAS ON THE ON THE BACK SIDE OF THE PWR CURVE AS ALWAYS WITH A STOL TAKEOFF." THE ACFT WOULD NOT CLIMB HIGHER THAN 50 FT AGL AFTER TAKEOFF. THE PLT DECIDED TO EXECUTE A "CONTROLLED CRASH." THE ACFT STRUCK SEVERAL TREES AND CAME TO REST IN A BEAVER POND. THE WRECKAGE WAS DESTROYED BY A POST CRASH FIRE. THE GRASS STRIP IS SURROUNDED BY TREES AND HIGH MOUNTAINOUS TERRAIN.

Brief of Accident (Continued)

File No. - 1262

6/05/88

ENCAMPMENT, WY

A/C Reg. No. N6454V

Time (Lcl) - 1700 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. TERRAIN CONDITION - HIGH TERRAIN
 4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 6. OBJECT - TREE(S)
-

Occurrence #2 IN FLIGHT 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) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1263 7/14/88 GILLETTE, WY A/C Reg. No. N5903B Time (Lcl) - 2355 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	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 020/011 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PLATTSMOUTH, NE
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP
FORCED LANDING

Airport Proximity
ON AIRPORT.

Airport Data

GILLETTE CAMPBELL COUNTY
Runway Ident - 34
Runway Lth/Wid - 7500/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	569
Make/Model-	31
Instrument-	53
Multi-Eng -	19
Last 24 Hrs -	7
Last 30 Days-	31
Last 90 Days-	31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE DEPARTED PLATTSMOUTH, NE DESTINED FOR LUSK, WY. THE FLT WAS APPROXIMATELY 3 HOURS AND UPON ARRIVAL AT LUSK THE PLT FOUND THE RUNWAY LIGHTS INOPERATIVE. HE DECIDED TO FLY TO GILLETTE, WY, LOCATED APPROXIMATELY 110 MILES FROM LUSK. THE PLT SAID HE WAS ON FINAL APPROACH TO RWY 34 WHEN THE ENGINE QUIT. HE WAS UNABLE TO RESTART THE ENG AN EXECUTED AN OFF-ARPT LANDING. THE POST CRASH EXAM OF THE FUEL TANKS REVEALED TWO GALLONS OF FUEL IN THE FUEL TANKS. THE CESSNA 182 HAS AN UNUSEABLE FUEL QUANTITY OF 2 TO 5 GALLONS.

Brief of Accident (Continued)

File No. - 1263

7/14/88

GILLETTE, WY

A/C Reg. No. N5903B

Time (Lcl) - 2355 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 2. INFORMATION INSUFFICIENT - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE
 6. OBJECT - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1382 8/25/88 RAWLINS,WY A/C Reg. No. N3455V Time (Lcl) - 1117 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	1
					0

-----Aircraft Information-----

Make/Model - CESSNA 195	Eng Make/Model - JACOBS R-755-A2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	CASPER,WY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RAWLINS MUNICIPAL
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7000/ 100
Lowest Sky/Clouds - 1000 FT PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- SMOKE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1520
SE LAND	Months Since - 4	Last 24 Hrs - 4
	Aircraft Type - C-152	Make/Model- 25
		Last 30 Days- 33
		Instrument- 112
		Last 90 Days- 108

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED ON RWY 22, A 7,000 X 100 FT ASPHALT RWY, WITH A 5 KNOT TAILWIND. DURING LANDING ROLL, A LOUD "BANG" WAS HEARD AND THE ACFT SWERVED RIGHT LEAVING THE RUNWAY TO THE RIGHT. THE MAIN GEAR STRUCK THE EDGE OF AN INTERSECTING RWY RESULTING IN DAMAGE TO THE LEFT MAIN LANDING GEAR. THE PAX SEAT BROKE LOOSE AND THE PAX WAS THROWN INTO THE LEFT REAR PAX SEAT. A POST ACCIDENT INSPECTION BY AN FAA AIRWORTHINESS INSPECTOR, REVEALED THAT THE TURNBUCKLES WHICH ATTACH THE CABLES FROM THE RUDDER CONTROL BELLCRANK TO THE STEERING ARM HAD CONTACTED THE REAR FUSELAGE BULKHEAD AND LIMITED THE TRAVEL OF THE STEERING MECHANISM.

Brief of Accident (Continued)

File No. - 1382

8/25/88

RAWLINS,WY

A/C Reg. No. N3455V

Time (Lcl) - 1117 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,STEERING SYSTEM - MOVEMENT RESTRICTED
 2. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE -
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1239 8/27/88 JACKSON HOLE, WY A/C Reg. No. N9528M Time (Lcl) - 1435 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-CLIMB		Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- MOONEY M20F	Eng Make/Model	- LYCOMING IO-360-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2740	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- CALM</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- SMOKE</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 BROOMFIELD, CO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity 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>
--	---	---

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1020
SE LAND	Months Since - 0	Make/Model- 285
	Aircraft Type - M20F	Instrument- 42
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 86
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PVT PLT OBTAINED HIS INSTRUMENT RATING 14 DAYS PRIOR TO THE ACCIDENT. 12 HRS OF ACTUAL INSTRUMENT FLT TIME WAS LOGGED IN MARCH OF 1987. THE REMAINING INSTRUMENT FLT TIME WAS SIMULATED. VISIBILITY IN THE JACKSON HOLE AREA WAS REDUCED BY SMOKE. THE PLT REPORTED HE WAS CLIMBING THRU 11,000 FT FOR 14,000 FT. THE ACFT WRECKAGE WAS FOUND AT 9,000 FT. THE ACFT HAD STRUCK TWO TALL TREES AND FELL VERTICALLY TO THE GND. THE ACFT WEIGHT WAS CALCULATED TO BE NEAR MAX GROSS AND THE CG WAS DETERMINED TO BE BEYOND THE AFT LIMIT. THE PLT'S TOTAL INSTRUMENT FLT TIME WAS 42 HOURS. THE ACFT OWNERS MANUAL CONTAINS A WARNING WHICH STATE "UP TO 2,000 FT OF ALTITUDE MAY BE LOST IN A ONE-TURN SPIN AND RECOVERY...THE RATE OF ROTATION DURING THE FIRST PORTION OF THE SPIN IS QUITE RAPID AND THE OCCUPANTS OF THE AIRCRAFT WILL LIKELY BECOME DISORIENTED."

Brief of Accident (Continued)

File No. - 1239

8/27/88

JACKSON HOLE, WY

A/C Reg. No. N9528M

Time (Lcl) - 1435 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - HAZE/SMOKE
 3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 5. LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
 6. SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 8. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,8

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

EMBRY-RIDDLE AERO L. DAYTONA BEACH



3 1745 00077 5216

U.S. DEPARTMENT OF COMMERCE
National Technical Information Service
Springfield, Va 22161

OFFICIAL BUSINESS

Penalty for Private Use, \$300

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID
U S DEPARTMENT OF COMMERCE
COM-211



SPECIAL FOURTH-CLASS RATE
BOOK