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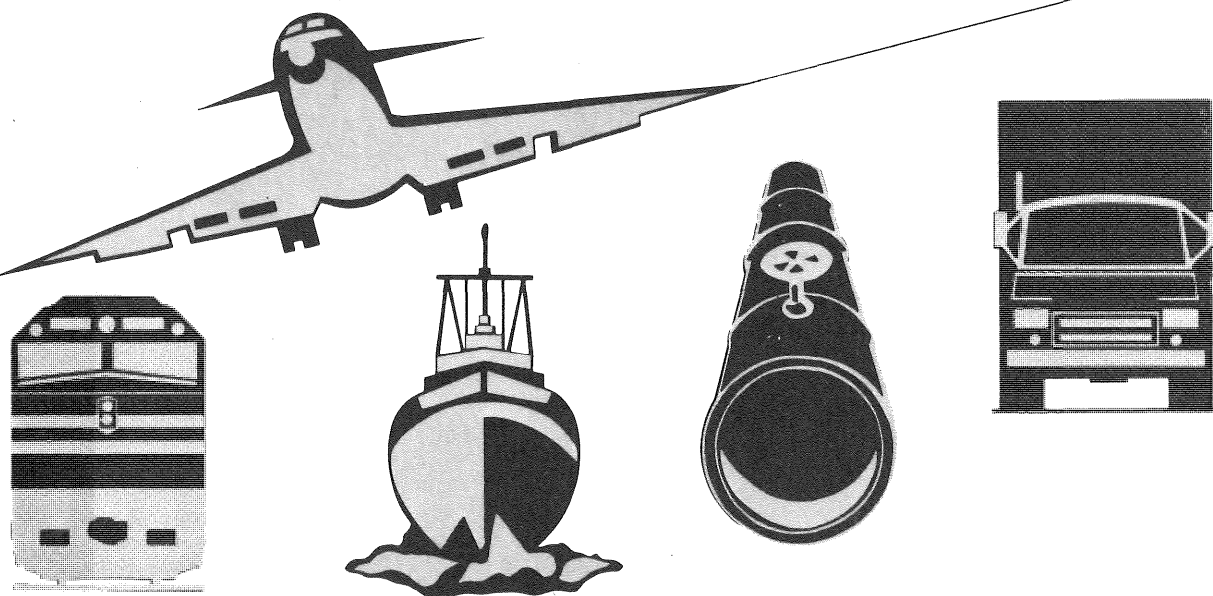
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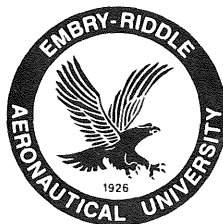
NATIONAL TRANSPORTATION SAFETY BOARD



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 8 OF 1988 ACCIDENTS





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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1988. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 1401 through 1423 1425 through 1430 1432 through 1567 1569 through 1600					
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FOREWORD

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

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

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

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

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

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

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

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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 8

CALENDAR YEAR 1988

File Order Listing - Issue No. 8, 1988

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1401	7024R	080188	SALEM, OH	PIPER	PA-28-140	MINOR	292
1402	91411	111488	LANE, IL	RYAN	NAVION	NONE	174
1403	5550G	080688	PREU, IN	CESSNA	A188B	NONE	180
1404	4915Q	091488	CLEARBROOK, MN	CESSNA	A188B	NONE	232
1405	3752F	123088	ANCHORAGE, AK	CESSNA	172	NONE	14
1406	2447P	122988	GIRDWOOD, AK	PIPER	PA-22	NONE	12
1407	8319L	121088	CHUGIAK, AK	CESSNA	172I	NONE	10
1408	7054F	101588	FRIENDSWOOD, TX	CESSNA	150	MINOR	330
1409	7463F	102788	DICKENS, TX	HUGHES	269C	NONE	334
1410	4882S	021188	LAPLACE, LA	PIPER	PA-32-260	NONE	198
1411	6576C	010488	MIDLAND, TX	CESSNA	414A	FATAL	326
1412	79373	102288	LONGVIEW, TX	MOONEY	M20E	FATAL	332
1413	8394K	111188	POWDERLY, TX	STINSON	108-1	NONE	336
1414	11191	101188	FAIRFAX, OK	CESSNA	140	SERIOUS	304
1415	97890	091688	GREELEY, CO	CESSNA	172	NONE	94
1416	2184U	030388	HESPERIA, CA	PIPER	PA-28-236	MINOR	42
1417	9746Y	081588	CULVER CITY, CA	CESSNA	T210N	NONE	72
1418	14683	071788	SPRINGERVILLE, AZ	BELLANCA	17-30A	NONE	32
1419	33043	071688	AGUA DULCE, CA	PIPER	PA-28-140	MINOR	66
1420	2789Z	071588	BAKERSFIELD, CA	RAVEN	S-60A	NONE	64
1421	37354	061888	SANTA BARBARA, CA	BEECH	77	MINOR	50
1422	2357Y	091488	POLK CITY, FL	CESSNA	177	NONE	128
1423	8670P	090688	PUNTA GORDA, FL	PIPER	PA-24-260	SERIOUS	126
1425	7892F	060888	QUARTZSITE, AZ	CESSNA	150F	FATAL	28
1426	8707U	092388	LAKE WALES, FL	CESSNA	172F	NONE	130

File Order Listing - Issue No. 8, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1427	5997Q	100588	WALSH, CO	MOONEY	M20E	FATAL	100
1428	1727J	011788	CREVE COEUR, MO	PIPER	PA-28-140	FATAL	240
1429	2563Y	081888	CAMARILLO, CA	PIPER	PA-28-236	SERIOUS	76
1430	3270T	081688	JACKSON, CA	CESSNA	177	NONE	74
1432	500RW	052488	WEST PATERSON, NJ	LEARJET	35A	FATAL	270
1433	280MW	080688	BOCA RATON, FL	ENSTROM	F-28F	NONE	116
1434	4222X	072488	O'BRIEN, FL	ROCKWELL INT	S2R	FATAL	112
1435	3621K	092288	KERRVILLE, TX	PIPER	PA-28-140	MINOR	328
1436	863A	010388	STANLEY, WI	PIPER	PA-22	NONE	364
1437	8132K	090988	SMITHVILLE, GA	GRUMMAN	G-164B	NONE	146
1438	8517B	092988	QUESTA, NM	CESSNA	172	MINOR	272
1439	5873U	082988	RAWLINS, WY	PIPER	PA-28-140	SERIOUS	398
1440	7015C	092188	COTTAGE GROVE, WI	HEIBEL	AIR COMMAN	FATAL	390
1441	6069W	082588	PEMBROKE PINES, FL	PIPER	PA-60	FATAL	122
1442	5555T	081388	FLOWEREE, MS	CESSNA	172E	FATAL	250
1443	4103N	080788	LANTANA, FL	MOONEY	M20G	SERIOUS	118
1444	36HD	092188	LATIMER, IA	CESSNA	310R	FATAL	150
1445	63354	080388	PAHOKEE, FL	CESSNA	150M	SERIOUS	114
1446	65642	120288	LITTLE FALLS, MN	CESSNA	172	NONE	236
1447	198V	120788	MARTELLE, IA	BELLANCA	17-30	NONE	152
1448	170KM	111988	MCCRORY, AR	CESSNA	170A	NONE	22
1449	12MZ	112088	LINO LAKES, MN	PIPER	PA-12	NONE	234
1450	8927C	112288	SALISBURY, MO	PIPER	PA-22-135	NONE	244
1451	8147M	111788	ST. LOUIS, MO	CESSNA	310	NONE	242
1452	18434	121988	ELKHART, KS	BEECH	58	NONE	194

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1453	8356P	121088	JACKSONVILLE, AR	PIPER	PA-24-250	NONE	26
1454	4344F	120388	LAKEVIEW, AR	PIPER	PA-28	NONE	24
1455	5851B	120388	GARNETT, KS	CESSNA	182	NONE	192
1456	6132H	120488	HIBBING, MN	CESSNA	152	NONE	238
1457	93031	110888	LEESBURG, VA	CESSNA	152	NONE	342
1458	3541Z	071388	KANOSH, UT	PIPER	PA-22-150	FATAL	338
1459	670R	071088	NEW BERN, NC	CESSNA	310	MINOR	252
1460	7787V	052588	MARIANNA, FL	ROCKWELL	A9B	SERIOUS	108
1461	669Q	071788	DESTIN, FL	BEECH	95	FATAL	110
1462	73114	111288	TOPPING, VA	CESSNA	207	NONE	344
1462	76470	111288	TOPPING, VA	CESSNA	120	NONE	346
1463	62877	011688	JENISON, MI	CESSNA	172P	NONE	208
1464	9399U	021788	SO. CHARLESTON, WV	CESSNA	150M	FATAL	392
1465	6314F	100188	ELIZA ISLAND, WA	CESSNA/ROBER	337A	FATAL	354
1466	111VA	090588	SITKA, AK	BRITTEN NORM	BN-2A	FATAL	4
1467	4954W	122488	SPOKANE, WA	BEECH	99A	NONE	362
1468	67992	080888	YONCALLA, OR	CESSNA	152	NONE	306
1469	1223T	091688	COTTAGE GROVE, OR	PIPER	PA-28-140	MINOR	308
1470	339MA	021288	PHILADELPHIA, PA	MITSUBISHI	MU-2B-35	NONE	310
1471	29PB	020288	PROVINCETOWN, MA	CESSNA	402C	NONE	200
1472	7159M	122288	LAWRENCE, KS	CESSNA	175	NONE	196
1473	8641V	051088	ELIZABETHTON, TN	BELLANCA	8GCBC	NONE	324
1474	4506F	072488	LA GRANGE, GA	PIPER	PA-28-151	NONE	144
1475	398	072888	OSHKOSH, WI	SONERAI	IIL	NONE	374
1476	48BH	072888	OSHKOSH, WI	QUICKIE	Q-2	NONE	376

File Order Listing - Issue No. 8, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1477	88054	111588	DUBLIN, WV	PIPER	J3C-65	NONE	396
1478	21TP	081688	PAGELAND, SC	BEECH	60	FATAL	318
1479	3374F	022388	WESTFIELD, PA	CESSNA	182	NONE	312
1480	6939M	021888	OSWEGO, NY	STINSON	108	MINOR	278
1481	9410U	042188	ZEIGLER, IL	CESSNA	150M	NONE	162
1482	5044G	032688	INDIANAPOLIS, IN	BELLANCA	8GCBC	NONE	178
1483	5499K	021488	FT. WAYNE, IN	CESSNA	172	NONE	176
1484	4831Y	120388	ALBEMARLE, NC	FLAGG	TEENIE TWO	FATAL	256
1485	5875W	120888	CRETE, NE	PIPER	PA-28-160	SERIOUS	260
1486	73954	032588	MADISON, WI	CESSNA	172N	NONE	370
1487	5450Q	020688	COLUMBIA, IL	CESSNA	152	NONE	160
1488	3790T	020988	WIS. RAPIDS, WI	PIPER	PA-28R-180	NONE	368
1489	8215P	111988	PORT ROYAL, VA	PIPER	PA-24-250	NONE	348
1490	421Q	020388	WHEELING, IL	CESSNA	421A	NONE	158
1491	4479W	011888	ST PAUL, MN	BEECH	A36	NONE	224
1492	5435P	022888	PLYMOUTH, MA	PIPER	PA-24-250	MINOR	202
1493	75716	012488	FOND DU LAC, WI	CESSNA	172N	NONE	366
1494	66076	091888	BROOMFIELD, CO	CESSNA	172Q	NONE	96
1495	8122U	011588	RED LAKE FALLS, MN	CESSNA	172	SERIOUS	222
1496	1061F	022288	ROCHESTER, NH	CESSNA	172	NONE	264
1497	6341H	021888	CONCORD, NH	CESSNA	152	NONE	262
1498	25DJ	103088	PARKER, CO	JONES	CHRISTEN E	FATAL	104
1499	69272	101688	ERIE, CO	HICKS/MERVIN	RH-3	FATAL	102
1500	70916	070388	MENOMONEE FALLS, WI	CESSNA	182M	MINOR	372
1501	34872	101388	DUMAS, AR	CULVER	LFA	FATAL	20

File Order Listing - Issue No. 8, 1988

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1502	5461Y	081788	KING MOUNTAIN, AK	PIPER	PA-12	NONE	2
1503	6509E	070788	NINETY SIX, SC	CESSNA	175	SERIOUS	316
1504	2220F	051488	NEW CUMBERLAND, WV	CESSNA	310L	MINOR	394
1505	9769B	081488	MT. VERNON, OH	CESSNA	172RG	NONE	296
1506	19RE	081588	CAHOKIA, IL	BEECH	C55	NONE	168
1507	47804	081388	DODGEVILLE, WI	PIPER	PA-28R-201	NONE	382
1508	3804V	082188	BOYCEVILLE, WI	CESSNA	170	NONE	386
1509	95472	081488	HOBART, IN	PIPER	PA-28-140	NONE	182
1510	1925F	081388	MONTGOMERY, OH	CESSNA	172N	MINOR	294
1511	65711	080788	MILWAUKEE, WI	CESSNA	172	NONE	380
1512	94954	081588	EDEN PRAIRIE, MN	CESSNA	152	NONE	228
1513	97797	080488	ST. CHARLES, MI	STINSON	108-1	MINOR	218
1514	93411	080388	EAU CLAIRE, WI	CESSNA	152	NONE	378
1515	4982Z	080188	CHEBOYGAN, MI	PIPER	PA-22-108	SERIOUS	216
1516	92483	072988	WAYNESVILLE, OH	PIPER	J-3	NONE	290
1517	136JR	071988	ELYRIA, OH	BEECH	E18S	NONE	288
1518	77AQ	071388	ELYRIA, OH	MCKINNON	G-21-G	NONE	286
1519	69120	073188	BELLEVILLE, MI	CESSNA	152	NONE	214
1520	2539G	073188	FLINT, MI	PIPER	PA-38-112	NONE	212
1521	9291T	073188	ST. JACOB, IL	PIPER	PA-38-112	SERIOUS	166
1522	8069S	072088	CHICAGO, IL	PIPER	PA-32R-301	NONE	164
1523	9545H	081288	GEORGETOWN, CO	CESSNA	182R	FATAL	92
1524	3627Q	050288	GRIDLEY, CA	SCHWEIZER	G-164B	NONE	44
1525	3766Z	081988	RIVIERA BEACH, FL	HUGHES	500	SERIOUS	120
1526	9673R	082788	ALMA, MI	BEECH	B-95	MINOR	220

File Order Listing - Issue No. 8, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1527	728JS	082888	DODGEVILLE, WI	CESSNA	182RG	SERIOUS	388
1528	5561G	082788	BURNSVILLE, MN	CESSNA	150J	MINOR	230
1529	9234U	082188	ELKHART, IN	CESSNA	150M	NONE	184
1530	62920	082188	KELLEY'S ISLAND, OH	CESSNA	172M	NONE	298
1531	7011L	052488	KANSAS CITY, KS	CESSNA	310K	NONE	186
1532	1199U	081888	SANTA PAULA, CA	CESSNA	T210N	NONE	78
1533	8273M	072488	HUNTINGTON BCH, CA	CESSNA	T210K	NONE	68
1534	44HV	092088	WINNER, SD	CESSNA	421B	NONE	322
1535	83459	022988	WEST DOVER, VT	PIPER	PA-28-160	NONE	350
1536	6815Y	100688	LA BELLE, FL	PIPER	PA-23-250	MINOR	136
1537	8076R	100188	FORT LAUDERDALE, FL	BEECH	V35A	MINOR	134
1538	4365D	092688	GROVELAND, FL	PIPER	PA-28-161	SERIOUS	132
1539	955W	082088	BULLHEAD CITY, AZ	SIAI-MARCHET	S.205/22R	SERIOUS	34
1540	8697S	080788	COY, AR	CESSNA	150	NONE	18
1541	2364W	122388	CALIFORNIA, MO	BEECH	A23A	NONE	246
1542	73051	100288	QUINTER, KS	CESSNA	140	NONE	188
1543	69175	111388	ARCADIA, FL	CESSNA	152	FATAL	140
1544	5517X	110188	SUBLETTE, KS	ROCKWELL	S2R	SERIOUS	190
1545	31TB	092588	OMAHA, NE	AEROSPATIALE	TB-20	NONE	258
1546	96522	091388	SURF CITY, NC	TAYLORCRAFT	BC12-D	NONE	254
1547	732JV	070788	ST. MARYS, GA	CESSNA	210L	SERIOUS	142
1548	800AW	011088	PONTIAC, MI	FAIRCHILD	SA226T	FATAL	206
1549	75762	030188	SOUTHBRIDGE, MA	CESSNA	172	NONE	204
1550	8428L	030688	NEWPORT, VT	CESSNA	172	NONE	352
1551	16255	030188	MAYBROOK, NY	PIPER	PA-28-180	MINOR	280

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1552	89431	030688	SCHROON LAKE, NY	CESSNA	140	NONE	282
1553	48900	030788	MORRISTOWN, NJ	CESSNA	152	NONE	266
1554	738QK	032088	PRINCETON, NJ	CESSNA	182RG	NONE	268
1555	8441V	071888	SWIFTON, AR	ROCKWELL	S2R	NONE	16
1556	6069U	102088	LAKETOWN, UT	PIPER	PA-60-601P	FATAL	340
1557	8863U	021188	BRIGHTON, MI	CESSNA	172F	NONE	210
1558	98JH	091588	MCGRATH, AK	DEHAVILLAND	DHC-2	NONE	6
1559	8895V	091088	BATTLE MOUNTAIN, NV	CESSNA	172M	SERIOUS	276
1560	132HL	122588	HARRISONVILLE, MO	MAULE	M-7	MINOR	248
1561	5237Y	102988	SAN JUAN, PR	PIPER	PA-23-250	NONE	314
1562	4553V	101588	TAMPA, FL	BEECH	35	SERIOUS	138
1563	89059	060888	EAST LIVERPOOL, OH	CESSNA	152	NONE	284
1564	32105	091588	GRAY, GA	PIPER	PA-28R-200	NONE	148
1565	51386	121488	MONROE, WA	CESSNA	177RG	NONE	360
1566	514RM	110488	KETCHIKAN, AK	BELL	214B-1	NONE	8
1567	5888B	100488	VISALIA, CA	CESSNA	182A	NONE	86
1567	5000V	100488	VISALIA, CA	BOEING	A75	NONE	88
1569	1817M	100288	PROSSER, WA	CESSNA	T210M	FATAL	356
1570	35LC	083088	DAVIE, FL	COMMENS	MIDGET MUS	FATAL	124
1571	8975J	101188	SUN VALLEY, ID	PIPER	PA-28-180	FATAL	154
1572	803BA	100488	EAST SOUND, WA	BEECH	B-99A	NONE	358
1573	6105R	112488	CORTEZ, CO	CESSNA	T210F	FATAL	106
1574	71572	081788	DIMOCK, SD	LUSCOMBE	8A	FATAL	320
1575	4732F	100188	DURANGO, CO	CESSNA	TP206B	MINOR	98
1576	2726Z	070188	MONTAGUE, CA	SCHWEIZER	SGS-1-26A	FATAL	62

File Order Listing - Issue No. 8, 1988

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1577	2509K	061588	SHOW LOW, AZ	CESSNA	180K	NONE	30
1578	8366F	012488	RIALTO, CA	HUGHES	369D	NONE	40
1579	96384	062688	AGUA DULCE, CA	TAYLORCRAFT	BC12-D	MINOR	60
1580	4946Q	062388	UPPER LAKE, CA	CESSNA	188	NONE	58
1581	8998U	100288	TUCSON, AZ	CESSNA	150M	NONE	38
1582	9467N	110388	ANAHEIM, CA	PIPER	PA-28R-200	FATAL	90
1583	99US	100388	ALBUQUERQUE, NM	PICCARD	AX-6	MINOR	274
1584	38346	082788	YOUNGSTOWN, OH	PIPER	J-3	SERIOUS	300
1585	4476T	081888	GLIDDEN, WI	PIPER	PA-28-140E	MINOR	384
1586	5058K	082988	DUNSMUIR, CA	BELLANCA	7ECA	MINOR	84
1587	723E	082788	CHINO, CA	STINSON	L-5	NONE	82
1588	5715C	082588	PRESCOTT, AZ	CESSNA	402C	NONE	36
1589	56740	082188	GRASS VALLEY, CA	AERONCA	O-58B	MINOR	80
1590	9273M	080388	VISALIA, CA	MOONEY	M20E	NONE	70
1591	5512X	062188	FIREBAUGH, CA	AYRES	S2R	FATAL	56
1592	1AZ	061088	UPLAND, CA	BUSHBY	MUSTANG II	SERIOUS	48
1593	6052	060888	FOWLER, CA	CRAVEN	TEENIE TWO	MINOR	46
1594	8487K	062088	GRIDLEY, CA	SCHWEIZER	G-164B	NONE	54
1595	249SJ	061888	ATWATER, CA	SMITH	MODEL B AV	SERIOUS	52
1596	98395	100988	CARBONDALE, IL	CESSNA	172	NONE	170
1597	9836Y	100988	BAINBRIDGE, OH	CHAMPION	7EC	NONE	302
1598	2359K	022588	MINNEAPOLIS, MN	PIPER	PA-38-112	NONE	226
1599	306AA	011988	CHICAGO, IL	BOEING	767-200	SERIOUS	156
1600	5711B	101988	PEKIN, IL	CESSNA	182	NONE	172

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 8 OF 1988 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1502 8/17/88 KING MOUNTAIN, AK A/C Reg. No. N5461Y Time (Lcl) - 1800 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1700
No. of Seats - 3

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 70.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 34

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	230	Last 24 Hrs - UNK/NR
Make/Model-	180		Last 30 Days- UNK/NR
Instrument-	0		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND WAS MANEUVERING THROUGH A VALLEY FOR THE SECOND TIME. DURING THE SECOND PASS THE ENGINE LOST POWER. MIXTURE WAS FULL RICH, AND THE PILOT APPLIED CARBURETOR HEAT AND WHEN NOTHING HAPPENED HE TURNED THE CARBURETOR HEAT OFF. HE ATTEMPTED A RESTART BY USING THE PRIMER, WHICH WAS UNSUCCESSFUL. THE PILOT THEN EXECUTED AN EMERGENCY LANDING. ATTEMPTS TO CONTACT THE PLT AFTER THE ACC WERE UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 1502

8/17/88

KING MOUNTAIN, AK

A/C Reg. No. N5461Y

Time (Lcl) - 1800 ADT

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

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----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. - 1466

9/05/88

SITKA, AK

A/C Reg. No. N111VA

Time (Lcl) - 1345 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-DANIEL S. BALDWIN	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	1	1	4	0	0
Accident Occurred During	-MANEUVERING						2	2

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

Make/Model	- BRITTEN NORMAN BN-2A	Eng Make/Model	- LYCOMING O-540-E4C5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 10	Rated Power	- 260 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	PETERSBURG, AK	Runway Ident - N/A
Wind Dir/Speed - 160/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 1400 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2800 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision - NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model - 191
	Aircraft Type - BN-2A	Instrument - 42
		Multi-Eng - 368
		Last 24 Hrs - 3
		Last 30 Days - 52
		Last 90 Days - 112
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ENCOUNTERED LOW CEILINGS, RAIN AND FOG WHILE ATTEMPTING TO FLY THROUGH A NARROW MOUNTAIN PASS AND SUCCESSFULLY REVERSED COURSE. HE THEN FLEW INTO A SMALL CANYON OFF THE MAIN PASS THAT TERMINATED IN A SMALL GLACIER-COVERED BOWL SURROUNDED BY STEEP ROCK WALLS. WHEN IT BECAME APPARENT DURING A TURN TO REVERSE COURSE THAT THERE WAS INSUFFICIENT SPACE TO COMPLETE THE MANEUVER BEFORE COLLISION WITH A ROCK WALL, THE PILOT RETARDED THE THROTTLES AND CRASH LANDED ON A GLACIER.

Brief of Accident (Continued)

File No. - 1466

9/05/88

SITKA, AK

A/C Reg. No. N111VA

Time (Lcl) - 1345 ADT

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

Finding(s)

1. TERRAIN CONDITION - BOX CANYON
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - FOG

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1558

9/15/88

MCGRATH,AK

A/C Reg. No. N98JH

Time (Lcl) - 1709 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - DEHAVILLAND DHC-2
Landing Gear - FLOAT
Max Gross Wt - 5090
No. of Seats - 7

Eng Make/Model - P&W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 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 - N/A
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
INOKO RIVER,AK
Destination
SAME AS ACC/INC

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND,SE SEA

Age - 27

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	-	5500	Last 24 Hrs	-	6
Make/Model	-	1300	Last 30 Days	-	120
Instrument	-	175	Last 90 Days	-	275
Multi-Eng	-	400			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING, THE PILOT-IN-COMMAND EXPERIENCED A ROUGH ENGINE AND FINALLY AN UNEXPLAINED POWER REDUCTION TO IDLE. HE WAS UNABLE TO GLIDE THE FLOAT EQUIPPED AIRPLANE TO A BODY OF WATER AND EXECUTED A FORCED LANDING ON THE TUNDRA WHERE THE AIRPLANE SUSTAINED SUBSTANTIAL DAMAGE. EXAMINATION OF THE ENGINE REVEALED A FAILED EXHAUST VALVE.

Brief of Accident (Continued)

File No. - 1558

9/15/88

MCGRATH, AK

A/C Reg. No. N98JH

Time (Lcl) - 1709 ADT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - TUNDRA

----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. - 1566 11/04/88 KETCHIKAN, AK A/C Reg. No. N514RM Time (Lcl) - 1025 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

2

0

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

Make/Model - BELL 214B-1
Landing Gear - SKID
Max Gross Wt - 16000
No. of Seats - 11

Eng Make/Model - LYCOMING T5508D
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 2050 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- 135/020 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - BH-214

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 14700
Make/Model- 3830
Instrument- 155
Multi-Eng - 11
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 14380

Instrument Rating(s) - HELICOPTER

-----Narrative-----

OUTBD 5 FEET OF TOP SKIN FROM ONE MAIN ROTOR BLADE SEPARATED IN FLT. PLT EFFECTED LNDG WITH NO FURTHER DAMAGE. INVESTIGATION REVEALED EROSION OF LEADING EDGE PROTECTIVE STRIP ALLOWED AIRLOADS TO INTRUDE UNDER SKIN TO CAUSE DELAMINATION AND SEPARATION. SOOT TRAILS INDICATE EROSION/DEFECT PROBABLY PRESENT AT TIME OF LAST INSPECTION (1.2 HRS).

Brief of Accident (Continued)

File No. - 1566

11/04/88

KETCHIKAN, AK

A/C Reg. No. N514RM

Time (Lcl) - 1025 AST

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

Finding(s)

1. ROTOR SYSTEM, MAIN ROTOR BLADE SKIN - DELAMINATION
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. ROTOR SYSTEM, MAIN ROTOR BLADE SKIN - SEPARATION
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1407 12/10/88 CHUGIAK, AK

A/C Reg. No. N8319L

Time (Lcl) - 1330 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 1500 FT
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BIRCHWOOD
Runway Ident - 19
Runway Lth/Wid - 4010/ 100
Runway Surface - ASPHALT
Runway Status - WET
ICE COVERED

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 53 , Last 24 Hrs - 1
Make/Model - 53 Last 30 Days - 5
Instrument - UNK/NR Last 90 Days - 10
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST CONTROL, SKIDDED OFF THE LEFT SIDE OF THE WET ICY RUNWAY, AND NOSED OVER IN A SNOWBANK DURING THE LANDING PHASE OF AN ATTEMPTED TOUCH AND GO LANDING. HE STATED THAT WHILE ON DOWNWIND, HE SAW THE WIND SOCK INDICATE A CHANGE OF WIND DIRECTION, BUT DECIDED TO LAND WITH THE TAILWIND SINCE A CESSNA 152 HAD JUST SUCCESSFULLY DONE SO. VARIABLE, GUSTY WINDS, AND TURBULENCE HAD BEEN FORECAST, BUT THE 53 HOUR PRIVATE PILOT FAILED TO HEED A RECOMMENDATION NOT TO FLY.

Brief of Accident (Continued)

File No. - 1407

12/10/88

CHUGIAK, AK

A/C Reg. No. N8319L

Time (Lc1) - 1330 AST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
7. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
8. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - SNOWBANK

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1406 12/29/88 GIRDWOOD, AK A/C Reg. No. N2447P Time (Lcl) - 1230 AST

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

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

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - SKI	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 100.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 7000 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 ANCHORAGE, 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 - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data GIRDWOOD</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 2100/ 80</p> <p>Runway Surface - ICE</p> <p>Runway Status - ICE COVERED</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 400</p> <p>Make/Model- 300</p> <p>Instrument- 55</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE PILOT ESCAPED INJURY WHEN HIS AIRPLANE COLLIDED WITH SNOW REMOVAL VEHICLES WHILE LANDING AT THE GIRDWOOD AIRPORT, GIRDWOOD, AK. THE PILOT REPORTED THAT HE FLEW OVER THE AIRSTRIP, IN HIS SKI-EQUIPPED AIRPLANE, SAW THE EQUIPMENT ON THE RUNWAY, AND RETURNED TO DO A TOUCH AND GO LANDING, HOPING THAT THE EQUIPMENT WOULD MOVE ONCE THEY SAW HIS AIRPLANE APPROACH THE FIELD. HE COMPLETED THE TOUCH AND GO, AND CAME AROUND FOR A FULL STOP LANDING. HIS LANDING ROLL TOOK LONGER THAN HE HAD ANTICIPATED, AND AS HE NEARED THE END OF THE RUNWAY, HE TURNED THE AIRPLANE TO SLOW IT DOWN AND TO HEAD FOR A CLEAR AREA AT THE END OF THE STRIP. IN THE PROCESS, HE TURNED TOWARDS THE MAINTENANCE VEHICLES, LOST DIRECTIONAL CONTROL, AND STRUCK BOTH VEHICLES, CAUSING SUPERFICIAL DAMAGE TO THEM AND SUBSTANTIAL DAMAGE TO THE AIRPLANE. THE MAINTENANCE VEHICLES WERE PARKED OUTSIDE THE RUNWAY PERIMETER MARKING CONES, AND THE FIELD HAD AN ACTIVE NOTICE TO AIRMEN REGARDING MEN AND EQUIPMENT ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 1406

12/29/88

GIRDWOOD, AK

A/C Reg. No. N2447P

Time (Lcl) - 1230 AST

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 OPERATION - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. TERRAIN CONDITION - ICY

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - VEHICLE
6. NOTAMS - ISSUED -

----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. - 1405 12/30/88 ANCHORAGE, AK A/C Reg. No. N3752F Time (Lcl) - 1129 AST

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

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

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

Make/Model	- CESSNA 172	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 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	MERRILL FIELD
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- N/A	Type of Clearance	- 4000/ 100
Lowest Ceiling	- 4000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- UNK/NR		- SNOW - DRY
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	Total	- 103
SE LAND	Months Since	Make/Model	- 78
	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 3
		Last 30 Days	- 4
		Last 90 Days	- 15
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE 103 HOUR PRIVATE PILOT WAS IN THE PROCESS OF DEMONSTRATING HIS CESSNA 172 CONVENTIONAL GEAR AIRPLANE (TAIL-DRAGGER) TO A PROSPECTIVE PURCHASER, WHEN HE LOST DIRECTIONAL CONTROL DURING LANDING AND NOSED-OVER. THE PILOT REPORTED THAT HE HAD JUST TOUCHED DOWN IN A THREE-POINT ATTITUDE ON HIS FIRST TOUCH AND GO LANDING, WHEN THE AIRPLANE BEGAN TO GO THE LEFT. HE CORRECTED TO THE RIGHT, AND THOUGHT HE HAD REGAINED CONTROL, WHEN THE AIRPLANE SUDDENLY VEERED FURTHER TO THE RIGHT. HE ATTEMPTED TO TAKE OFF, BUT WENT OFF THE RIGHT SIDE OF THE RUNWAY AND NOSED-OVER AFTER STRIKING A SNOW BANK.

Brief of Accident (Continued)

File No. - 1405

12/30/88

ANCHORAGE, AK

A/C Reg. No. N3752F

Time (Lcl) - 1129 AST

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

Finding(s)

1. TERRAIN CONDITION - ICY
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ABORTED

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1555 7/18/88 SWIFTON, AR A/C Reg. No. N8441V Time (Lcl) - 1230 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 -LANDING			0	0	0	1	0

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

Make/Model - ROCKWELL S2R	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed - 230/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 4000 FT BROKEN	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 - 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 - 15	Make/Model - 1000
	Aircraft Type - B-35	Instrument - 45
		Last 24 Hrs - 8
		Last 30 Days - 100
		Last 90 Days - 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC WAS CONDUCTING AG-SPRAY MANEUVERS DISPENSING LIQUID FERTILIZER TO RICE. DURING A PROCEDURE TURN TO RETURN TO THE FIELD THE ENG QUIT. THE PIC CHOSE AN OPEN FIELD ABT 60 DEGREES TO HIS RT TO LAND THE AIRCRAFT. THE FIELD WAS WET, SOFT AND ROUGH. THE ACFT TOUCHED DOWN, ROLLED A SHORT DISTANCE AND FLIPPED INVERTED. ENG FAILURE WAS LINKED TO A DETERIORATING CARBURETOR FLOAT SEAT, WHICH WAS ALSO CONTAMINATING THE FUEL SYSTEM WITH METALLIC DEBRIS. THE PIC WAS USING A MIXTURE OF AUTOMOTIVE FUEL TO OPERATE HIS AIRCRAFT.

Brief of Accident (Continued)

File No. - 1555

7/18/88

SWIFTON, AR

A/C Reg. No. N8441V

Time (Lcl) - 1230 CDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR FLOAT - LOOSE
2. FUEL SYSTEM, CARBURETOR FLOAT - DISINTEGRATED
3. FUEL SYSTEM - CONTAMINATION
4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

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 - ROUGH/UNEVEN
6. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1540 8/07/88 COY,AR

A/C Reg. No. N8697S

Time (Lcl) - 1020 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Fire

Crew

0

0

0

1

Accident Occurred During -LANDING

NONE

Pass

0

0

0

0

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

Make/Model - CESSNA 150

Eng Make/Model - CONTINENTAL O-200-A

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-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 080/004 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 - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/wid - N/A

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 48

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 - 50

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-----

WHILE PRACTICING FOR HIS PVT PLT CHECK RIDE, THE STUDENT PILOT RETURNED TO THE AIRSTRIPT TO PRACTICE TAKEOFFS AND LDGS. HE LOST ALL POWER ON FINAL APPROACH, AND DUE TO AIRCRAFT ON THE DEPARTURE END OF THE RUNWAY, HE ATTEMPTED AN EMERGENCY LDG ON AN ADJACENT SOY BEAN FIELD. THE ACFT NOSED OVER DURING THE LDG ATTEMPT AND WAS SUBSTANTIALLY DAMAGED. POST ACCIDENT INVESTIGATION AND ENGINE RUN-UP FAILED TO REVEAL CAUSE OF ENGINE FAILURE. METEOROLOGICAL CONDITIONS WERE CONDUCIVE FOR THE POSSIBILITY OF CARBURETOR ICING ACCORDING TO THE "ICING PROBABILITY CHARTS".

Brief of Accident (Continued)

File No. - 1540

8/07/88

COY,AR

A/C Reg. No. N8697S

Time (Lcl) - 1020 CDT

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

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER

Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1501 10/13/88 DUMAS, AR

A/C Reg. No. N34872

Time (Lcl) - 1250 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CULVER LFA
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 1305
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 - 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- 180/004 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
GRADY, AR
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 - HIGH VEGETATION

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

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

Age - 29
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - CULVER

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

Total	- 846	Last 24 Hrs	- UNK/NR
Make/Model-	200	Last 30 Days-	6
Instrument-	13	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS STATED THAT THE AIRPLANE BACKFIRED WHILE IN A TURN AT LOW ALTITUDE. HE HEARD IT BACKFIRE TWICE MORE AND NOTICED ENGINE RUNNING AT IDLE JUST BEFORE IT CRASHED. WHEN RUNUP, THE ENGINE WOULD ATTAIN 1900 RPM, THEN BACKFIRE AND THE RPM WOULD DROP TO 600 RPM. WHEN THE MAGNETOS WERE REPLACED, THE ENGINE RAN WITHOUT PROBLEMS. TEARDOWN OF MAGNETOS FOUND BOTH DISTRIBUTOR BLOCK ASSEMBLIES WERE EXCESSIVELY CORRODED AND TWO CONTACTS IN EACH WERE MISSING. BOTH BREAKER POINTS WERE WORN BEYOND LIMITS.

Brief of Accident (Continued)

File No. - 1501

10/13/88

DUMAS, AR

A/C Reg. No. N34872

Time (Lcl) - 1250 CDT

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - DETERIORATED
 2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL -
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - CROP
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1448 11/19/88 MCCRORY, AR A/C Reg. No. N170KM Time (Lcl) - 1215 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

Eng Make/Model - CONTINENTAL C-145-2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 060/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 600 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AUGUSTA, 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 - WET
SOFT

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

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

Age - 23
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)	
Total	- 134
Make/Model-	UNK/NR
Instrument-	UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT AND PASSENGER SAID AFTER ABOUT 10 MINUTES OF LOCAL FLIGHT, THEY EXPERIENCED A PARTIAL POWER LOSS. AN EMERGENCY LDG WAS ATTEMPTED ON A NEAR BY RURAL STRIP, BUT THE PLT SAID HE HAD EXCESS AIRSPEED AND WAS UNABLE TO LAND SUCCESSFULLY. THE ENGINE THEN FAILED COMPLETELY AND HE MADE A FORCED LDG. HE STRUCK A CANAL DITCH, THEN CAREENED INTO A RICE FIELD, CAUSING SUBSTANTIAL DAMAGE TO THE ACFT. POST ACCIDENT INVESTIGATION REVEALED NO MALFUNCTION OF THE ENGINE OR COMPONENTS, NOR EVIDENCE OF FUEL STARVATION OR CONTAMINATION. WEATHER CONDITIONS AT THE TIME WERE 600 FEET BROKEN, 2 1/2 TO 5 MILES VISIBILTY WITH LIGHT RAIN AND FOG. TEMPERATURE WAS 52 AND THE DEW POINT WAS 51 DEGREES F. METEOROLOGICAL CONDITIONS WERE CONDUCIVE FOR THE PROBABILITY OF CARBURETOR ICING ACCORDING TO THE "ICING PROBABLILTY CHARTS".

Brief of Accident (Continued)

File No. - 1448

11/19/88

MCCRORY, AR

A/C Reg. No. N170KM

Time (Lcl) - 1215 CST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - LOW CEILING
5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
6. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation GO-AROUND (VFR)

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1454 12/03/88 LAKEVIEW, AR A/C Reg. No. N4344F Time (Lcl) - 1400 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	3
Accident Occurred During	-LANDING					

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

Make/Model	- PIPER PA-28	Eng Make/Model	- LYCOMING O-360-A4A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2325	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	LITTLE ROCK, AR	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	GASTONS
Wind Dir/Speed	- 320/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 24
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 3200/ 100
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 57	Last 24 Hrs - 1
SE LAND	Months Since - 1	Make/Model - 12	Last 30 Days - 8
	Aircraft Type - PA-28	Instrument - 4	Last 90 Days - 17
		Multi-Eng - 0	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PERSONAL CROSS COUNTRY FLIGHT, THE NEWLY CERTIFICATED PRIVATE PILOT SAID HE WAS ATTEMPTING TO LAND ON A 3200 FOOT GRASS STRIP WITH AN EXISTING GUSTING CROSSWIND. HE LOST DIRECTIONAL CONTROL DURING THE LANDING, HIT A RUNWAY LIGHT, TEARING OFF THE LEFT GEAR AND DAMAGING THE WING AND FUSELAGE. THE ACFT HAD BEEN MODIFIED FROM A 150 HORSEPOWER ENGINE TO A 180 HORSEPOWER ENGINE.

Brief of Accident (Continued)

File No. - 1454

12/03/88

LAKEVIEW, AR

A/C Reg. No. N4344F

Time (Lcl) - 1400 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - RUNWAY LIGHT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1453 12/10/88 JACKSONVILLE, AR A/C Reg. No. N8356P Time (Lcl) - 1230 CST

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

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

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	N. LITTLE ROCK, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - WET
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2003
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model - 1
		Instrument - 84
		Last 30 Days - 10
		Last 90 Days - 36
		Rotorcraft - UNK/NR
		Multi-Eng - 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL FAMILIARIZATION AND ACCEPTANCE FLIGHT FOR THE NEW ACFT OWNER, SMOKE ENTERED THE COCKPIT AND OIL PRESSURE WAS LOST. A PRECAUTIONARY EMERGENCY LDG WAS ATTEMPTED ON A SOFT, MUDDY, PLOWED FARM FIELD, RESULTING IN SUBSTANTIAL DAMAGE TO THE ACFT. POST-ACCIDENT INVESTIGATION REVEALED AN OIL COOLER INLET LINE HAD RUPTURED AND HAD DRIPPED OIL ONTO THE EXHAUST SYSTEM, CAUSING SMOKE AND SUBSEQUENT LOSS OF OIL PRESSURE. THE LINE WAS WRAPPED WITH ASBESTOS AND HAD BECOME VERY BRITTLE. THE OIL LINE WAS ORIGINAL EQUIPMENT AND HAD A TOTAL TIME OF 2872 HOURS. THE ACFT HAD JUST RECENTLY RECEIVED AN ANNUAL INSPECTION AND HAD FLOWN LESS THEN ONE HOUR SINCE THE INSPECTION.

Brief of Accident (Continued)

File No. - 1453

12/10/88

JACKSONVILLE, AR

A/C Reg. No. N8356P

Time (Lcl) - 1230 CST

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

Finding(s)

1. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - COMPANY MAINTENANCE PSNL
2. LUBRICATING SYSTEM, OIL LINE - RUPTURED
3. FUSELAGE, CABIN - SMOKE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
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) 2

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1425 6/08/88 QUARTZSITE,AZ A/C Reg. No. N7892F Time (Lcl) - 1140 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 360/005 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
BUCKEYE,AZ
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

QUARTZSITE
Runway Ident - 18
Runway Lth/Wid - 2000/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 58

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1100	Last 24 Hrs	- 4
Make/Model	- 20	Last 30 Days	- 10
Instrument	- 3	Last 90 Days	- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT BORROWED THE ACFT FROM A MAINT SHOP TO RETURN HOME. ALL OF HIS RECENT FLT EXPERIENCE WAS IN A CESSNA T182R AND HIS LOG BOOK SHOWED THAT HE HAD NOT FLOWN A CESSNA 150 SINCE ABOUT 1979. THE SURVIVING PAX STATED THAT AFTER THEY ARRIVED OVER QUARTZSITE, THE PLT OVERFLEW THE ARPT, SELECTED RWY 18 BASED ON THE WIND AND THEN MANEUVERED THE ACFT IN A RIGHT 270 DEG TURN ONTO A SHORT FINAL THAT WAS MISALIGNED WITH THE RWY. THE PLT THEN MADE A "TIGHT LEFT 360 DEG TURN ONTO A SHORT FINAL THAT WAS HIGHER THAN NORMAL." THE PAX SAID THE PLT FLEW THE APPROACH WITH 20 DEG OF FLAPS AND AT 85 TO 90 MPH INDICATED. THE ACFT WAS SEEN TO FLOAT DOWN THE RWY TO WITHIN 200 FT OF THE DEP END BEFORE A GO AROUND WAS INITIATED. THE PAX SAID THE CARB HEAT WAS LEFT ON BY THE PLT AND HE OBSERVED AN AIRSPEED OF 45 TO 50 MPH JUST BEFORE CONTACTING THE POWER LINES.

Brief of Accident (Continued)

File No. - 1425

6/08/88

QUARTZSITE,AZ

A/C Reg. No. N7892F

Time (Lcl) - 1140 MST

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

Finding(s)

1. OBJECT - WIRE,STATIC
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 5. GO-AROUND - DELAYED - PILOT IN COMMAND
 6. CARBURETOR HEAT - NOT CORRECTED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1577

6/15/88

SHOW LOW,AZ

A/C Reg. No. N2509K

Time (Lcl) - 1515 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

0
0

Injuries

Serious

0
0

Minor

0
0

None

1
3

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WELLTON,AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SHOW LOW MUNI
Runway Ident - 21
Runway Lth/Wid - 3928/ 60
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 - 16
Aircraft Type - C-180K

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 723	Last 24 Hrs -	0
Make/Model-	486	Last 30 Days-	19
Instrument-	UNK/NR	Last 90 Days-	38
Multi-Eng -	0	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO TAKEOFF IN HIS CONVENTIONAL GEAR ACFT USING RWY 21. THE LOCAL WIND WAS ESTIMATED AT 180 DEGREES, 15 KNOTS WITH GUSTS TO 35 KNOTS. THE PLT STATED THAT IMMEDIATELY AFTER ROTATING FOR TAKEOFF "A GUST OF WIND CAUGHT US & THREW US APPROXIMATELY 20 FEET UP IN THE AIR." THE PLT SAID HE WAS UNABLE TO CONTROL HIS ACFT & IT STALLED. THE ACFT BOUNCED HARD THREE TIMES ON THE RWY UNTIL FINALLY THE LANDING GEAR BROKE AND THE WING STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 1577

6/15/88

SHOW LOW,AZ

A/C Reg. No. N2509K

Time (Lcl) - 1515 PDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - HIGH WIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1418 7/17/88 SPRINGERVILLE,AZ A/C Reg. No. N14683 Time (Lcl) - 1700 MST

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

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

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

Make/Model	- BELLANCA 17-30A	Eng Make/Model	- CONTINENTAL IO-520-K	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 285 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	TUCSON,AZ	SPRINGERVILLE
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 21
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 6600/ 75
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- DIRT
Condition of Light	- FORCED LANDING	Runway Status
		- DRY

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

Pilot-In-Command	Age	55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (Hours)	
COMMERCIAL	Current	- UNK/NR	Total	- 1890
SE LAND,ME LAND	Months Since	- UNK/NR	Make/Model	- 403
	Aircraft Type	- 17-30A	Instrument	- 100
			Multi-Eng	- 1100
				Last 24 Hrs - UNK/NR
				Last 30 Days- UNK/NR
				Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENGINE EXPERIENCED A LOSS OF POWER. THE PILOT MADE A FORCED LANDING WHERE DURING THE LANDING ROLL, THE AIRPLANE COLLIDED WITH THE TERRAIN. DURING THE ENGINE INSPECTION, IT WAS FOUND THAT THE LEFT MAGNETO FIRED ONLY ONE SPARKPLUG. THE RIGHT MAGNETO FIRED THREE SPARKPLUGS REGULARLY AND ONE INTERMITTENTLY.

Brief of Accident (Continued)

File No. - 1418

7/17/88

SPRINGERVILLE,AZ

A/C Reg. No. N14683

Time (Lc1) - 1700 MST

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - INOPERATIVE
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - 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. - 1539 8/20/88 BULLHEAD CITY, AZ A/C Reg. No. N955W Time (Lcl) - 2000 MST

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

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

Make/Model	- SIAI-MARCHETTI S.205/22R	Eng Make/Model	- FRANKLIN 6A-350	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2976	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 250 HP		

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

Weather Data		Itinerary	Airport Proximity		
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT		
Method	- N/A	SAN DIEGO, CA			
Completeness	- N/A	Destination	Airport Data		
Basic Weather	- VMC	SAME AS ACC/INC	BULLHEAD LAUGHLIN		
Wind Dir/Speed	- 090/013 KTS		Runway Ident	- 35	
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 4648/ 60	
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 15000 FT BROKEN	Type of Clearance	- NONE	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- RAIN				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 31	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 159	Last 24 Hrs - 0
SE LAND	Months Since - 20	Make/Model - 40	Last 30 Days - 6
	Aircraft Type - UNK/NR	Instrument - 2	Last 90 Days - 17

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A CROSS COUNTRY FLIGHT, THE PILOT HAD TO ABORT THE LANDING THE FIRST TIME DUE TO HEAVY RAIN SHOWERS AND TURBULENCE. THE PILOT RETURNED FOR LANDING AND DURING THE LANDING ROLL ON THE WET RUNWAY, THE PILOT LOST CONTROL OF THE AIRPLANE. THE AIRPLANE VEERED OFF THE RUNWAY. THE PILOT ATTEMPTED TO GO AROUND; HOWEVER, THE AIRPLANE DID NOT GAIN ENOUGH AIRSPEED PRIOR TO COLLIDING WITH A VEHICLE.

Brief of Accident (Continued)

File No. - 1539

8/20/88

BULLHEAD CITY, AZ

A/C Reg. No. N955W

Time (Lcl) - 2000 MST

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. OBJECT - VEHICLE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1588 8/25/88 PRESCOTT, AZ A/C Reg. No. N5715C Time (Lcl) - 0853 MST

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

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

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- 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	PHOENIX, AZ		PRESCOTT	
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- UNK/NR	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- VFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total	- 2600
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model	- 200
	Aircraft Type - C-402	Instrument	- 113
		Multi-Eng	- 415
		Last 24 Hrs	- 7
		Last 30 Days	- 100
		Last 90 Days	- 268

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING, IN ORDER TO CLEAR A PARKED AIRPLANE TO THE RIGHT, THE PILOT MANEUVERED THE AIRPLANE LEFT OF THE CENTERLINE. THE LEFT MAIN LANDING GEAR TRAVELLED OFF THE ASPHALT. THE AIRPLANE PIVOTED 90 DEGREES FROM THE DIRECTION OF TRAVEL COLLAPSING THE LANDING GEAR. MEASUREMENTS OF THE TAXIWAY AND THE WINGSPAN OF THE AIRPLANE, REVEALED THAT THE PILOT HAD TO MANEUVER MORE THAT 3 FT BUT LESS THAN 7 FT LEFT OF THE CENTERLINE IN ORDER TO CLEAR THE AIRPLANE ON THE RIGHT AND TO REMAIN ON THE TAXIWAY.

Brief of Accident (Continued)

File No. - 1588

8/25/88

PRESCOTT, AZ

A/C Reg. No. N5715C

Time (Lcl) - 0853 MST

Occurrence #1 COMPLETE GEAR COLLAPSED

Phase of Operation TAXI

Finding(s)

1. AIRPORT FACILITIES, TAXIWAY CONDITION - CONGESTED
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. PROPER ASSISTANCE - NOT OBTAINED - 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. - 1581 10/02/88 TUCSON,AZ A/C Reg. No. N8998U Time (Lcl) - 1403 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
2
0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/008 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TUCSON
Runway Ident - 21
Runway Lth/Wid - 7000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 33

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 328	Last 24 Hrs -	2
Make/Model-	23	Last 30 Days-	17
Instrument-	41	Last 90 Days-	38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN SHORTLY AFTER AN INTERSECTION TKOF FROM THE TUCSON INTERNATIONAL AIRPORT. THE PLT REPORTED THAT DURING THE INITIAL CLIMB THE A/C WAS NOT PRODUCING SUFFICIENT LIFT IN ORDER TO MAINTAIN ALT TO CLEAR OBSTACLES. THE PLT ABORTED THE TKOF CLIMB AT ABOUT 150 FT AGL AND ATTEMPTED A FORCED LNDG ON THE REMAINING RUNWAY. DURING THE FORCED LNDG, THE A/C NOSE WHEEL HIT THE RUNWAY FIRST AND THE A/C BOUNCED ABOUT FOUR TIMES BEFORE COLLIDING WITH A FENCE, LOCATED AT THE END OF THE RUNWAY AND NOSED OVER. THE ALT AT THE ACCIDENT SITE IS ABOUT 2640 FT. THE TEMP WAS 98 DEGREES FAHRENHEIT. THE DENSITY ALT WAS 5730 FT. WINDS WERE REPORTED TO BE ABOUT 150 DEGREES AT 8 KNOTS. THE CFI HAD 0 HRS IN A C-150 AND 2 HRS AS AN INSTRUCTOR. HE HAD 23 HRS IN A C-152 OBTAINED 2 YRS PRIOR TO THE ACC.

Brief of Accident (Continued)

File No. - 1581

10/02/88

TUCSON,AZ

A/C Reg. No. N8998U

Time (Lc1) - 1403 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. CLIMB - NOT ATTAINED - PILOT IN COMMAND(CFI)
 3. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - FENCE
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1578 1/24/88 RIALTO, CA A/C Reg. No. N8366F Time (Lcl) - 1510 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	0	0	0	2
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-LANDING	Pass	0	0	0	0

-----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	- 3000	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 420 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- 355/025 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>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>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>RIALTO</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - H-369D</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 8000</p> <p>Make/Model- 3000</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 39</p> <p>Rotorcraft - 8000</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

A HUGHES 369D COLLIDED WITH TERRAIN WHILE CONDUCTING A PRACTICE AUTOROTATION. THE PIC WAS DEMONSTRATING A DIFFERENT WAY TO MANEUVER THE HELO TO ACCOMPLISH THE AUTO. THE PIC PLANNED TO HOLD 80 KTS A/S UNTIL THE HELO WAS "RIGHT ON OUR SPOT," THEN USE A "BIG FLARE" TO COMPLETE THE MANEUVER. THE PIC ENTERED AUTO, DOVE THE HELO TO ACHIEVE 80 KTS AND STARTED A 180 DEG TURN. THE PIC MAINTAINED THIS FLT ATTITUDE UNTIL THE OTHER PLT "BECAME CONCERNED" OVER THE HELO'S PROXIMITY TO THE GND. THE ROTOR RPM INDICATED LOW GREEN. THE PIC THEN FLARED. THE SKIDS TOUCHED DOWN APRX 300 FT SHORT OF THE INTENDED TOUCHDOWN SPOT. THE MANUFACTURER "NOTES" IN THE MANEUVER GUIDE THAT THE HELO SHOULD BE ALIGNED WITH ITS INTENDED TOUCHDOWN PT PRIOR TO PASSING 50 FT OF ALT. IF THIS IS NOT THE CASE A PWR RECOVERY OR TERMINATION WITH PWR SHOULD BE INITIATED. THE WINDS WERE FROM 355 DEG AT 25 KTS WITH PEAK GUSTS TO 42 KTS.

Brief of Accident (Continued)

File No. - 1578

1/24/88

RIALTO, CA

A/C Reg. No. N8366F

Time (Lc1) - 1510 PST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND(CFI)
-

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

Finding(s)

5. AUTOROTATION - MISJUDGED - PILOT IN COMMAND(CFI)
 6. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1416 3/03/88 HESPERIA, CA A/C Reg. No. N2184U Time (Lcl) - 2032 PST

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

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

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

Make/Model - PIPER PA-28-236	Eng Make/Model - LYCOMING O-540-J3AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OGDEN, UT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SANTA ANA, CA	HESPERIA AIR LODGE
Wind Dir/Speed- 340/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 653
SE LAND	Months Since - 3	Last 24 Hrs - 11
	Aircraft Type - C-172	Make/Model - 17
		Last 30 Days - 35
		Instrument - 103
		Last 90 Days - 92
		Multi-Eng - 8
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE IFR FLIGHT DEPT OGD, IFR, TO RETURN TO SNA AT 1622 HRS. AT 2010 HRS THE PLT ADVISED THE LAX ARTCC CONTROLLER THAT SHE WAS LOW ON FUEL AND REQ & RCVD A RADAR VECTOR TO ONTARIO ARPT (ONT), ONTARIO, CA. AT 2024, THE PLT RPTD THAT THE AIRPLANE RAN OUT OF GAS & REQ A VECTOR TO THE NEAREST ARPT. THE CONTROLLER GAVE THE PLT A VECTOR HEADING TO HESPERIA ARPT (L26), HESPERIA, CA. RADAR CONTACT WAS LOST WITH THE FLT AT 2028 ABT 2 MILES WEST OF L26 AT 7,500 FT (ABT 4,110 FT A.G.L.). THE PLT COULD NOT FIND L26 AND ELECTED TO LAND ON A DIRT ROAD. DURING THE LANDING ROLL-OUT, THE AIRPLANES LEFT WING STRUCK A JOSHUA TREE. THE INVESTIGATION DSCLD THE AIRPLANE'S FUEL CONSUMPTION TO OGD WAS 16.572 GAL/HR. THE FLT DEPT OGD WITH 72 GALS OF FUEL AND ITS FUEL CONSUMPTION RATE WAS 17.85 GAL/HR. THE CARB TESTED WITHIN THE MANUFACTURERS SPECS & THE SPARK PLUGS DISPLAYED LEAN & RICH MIXTURE SIGNATURES.

Brief of Accident (Continued)

File No. - 1416

3/03/88

HESPERIA,CA

A/C Reg. No. N2184U

Time (Lcl) - 2032 PST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - MISJUDGED - PILOT IN COMMAND
4. MIXTURE - IMPROPER USE OF - 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)

5. OBJECT - TREE(S)
6. LIGHT CONDITION - BRIGHT NIGHT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1524 5/02/88 GRIDLEY, CA A/C Reg. No. N3627Q Time (Lcl) - 1100 PDT

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

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

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

Make/Model - SCHWEIZER G-164B	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - SOFT
Obstructions to Vision- NONE		ROUGH
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	Current - YES	Total - 18000
SE LAND, ME LAND	Months Since - 21	Make/Model- 6000
	Aircraft Type - C-150	Instrument- 100
		Multi-Eng - 500
		Last 24 Hrs - 15
		Last 30 Days- 50
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AGRICULTURAL OPERATION, THE ENGINE QUIT AT APPROXIMATELY 50 FEET AGL. THE AIRPLANE WAS LANDED ON A DIRT FIELD AND NOSED OVER. INSPECTION OF THE ENGINE REVEALED THAT THE LEFT MAGNETO DRIVE GEAR TEETH WERE MISSING AND THE RIGHT MAGNETO DRIVE GEAR WAS SHEARED OFF.

Brief of Accident (Continued)

File No. - 1524

5/02/88

GRIDLEY, CA

A/C Reg. No. N3627Q

Time (Lc1) - 1100 PDT

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - DIRT BANK

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1593 6/08/88 FOWLER, CA A/C Reg. No. N6052 Time (Lcl) - 1700 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CRAVEN TEENIE TWO
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 590
No. of Seats - 1

Eng Make/Model - VOLKSWAGEN VW1500
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 60 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 175/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FRESNO, CA
Destination
BAKERSFIELD, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1280
Last 24 Hrs - 0
Make/Model- 1
Last 30 Days- UNK/NR
Instrument- 70
Last 90 Days- UNK/NR
Multi-Eng - 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLIGHT, THE PILOT REPORTED A LOSS OF OIL PRESSURE. THE ENGINE THEN SPUTTERED AND QUIT. THE PILOT INITIATED A FORCED LANDING WHERE THE AIRPLANE COLLIDED WITH SEVERAL WOODEN CRATES SHORT OF THE INTENDED LDG AREA. INSPECTION OF THE ENGINE REVEALED A SMALL AMOUNT OF OIL PRESENT. HOWEVER, NO EVIDENCE OF BEARING OVERHEAT WAS FOUND. THE ENGINE CASE WAS BROKEN IN SEVERAL PLACES. THE SPARK PLUGS WERE FOUND DIRTY AND SOOTED. EXAM OF THE CARBURETOR REVEALED A STICKING FLOAT. THE PILOT HAD JUST PURCHASED THE AIRCRAFT AND REPORTED THAT HE HAD SPENT FOUR HOURS PREPARING THE AIRCRAFT FOR FLIGHT. HE SAID HE STILL WAS RELUCTANT TO FLY BUT THE PREVIOUS OWNER/MANUFACTURER ENCOURAGED HIM TO TRY. THE FLIGHT LASTED ONLY A FEW MINUTES.

Brief of Accident (Continued)

File No. - 1593

6/08/88

FOWLER,CA

A/C Reg. No. N6052

Time (Lcl) - 1700 PDT

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

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,OIL - PRESSURE TOO LOW
2. FUEL SYSTEM,CARBURETOR - FOULED
3. MAINTENANCE - INADEQUATE - MANUFACTURER
4. 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)

5. EMERGENCY PROCEDURE - MISJUDGED - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1592 6/10/88 UPLAND, CA A/C Reg. No. N1AZ Time (Lcl) - 1430 PDT

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

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

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

Make/Model - BUSHBY MUSTANG II	Eng Make/Model - LYCOMING O-320-A28	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND	Months Since - 6	Make/Model- 250
	Aircraft Type - MUSTANG	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-----

DURING A PLEASURE FLIGHT, WHILE FLYING S TURNS AND LAZY EIGHTS, THE CANOPY SUDDENLY SEPARATED FROM THE AIRPLANE. THE AIRPLANE WAS LANDED WITHOUT FURTHER INCIDENT. THE CANOPY WAS NOT RECOVERED. THE REASON FOR THE SEPARATION WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1592

6/10/88

UPLAND, CA

A/C Reg. No. N1AZ

Time (Lc1) - 1430 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation MANEUVERING

Finding(s)

1. WINDOW, CANOPY - SEPARATION
-

-----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. - 1421 6/18/88 SANTA BARBARA, CA A/C Reg. No. N37354 Time (Lcl) - 1930 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OCEANO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TAFT, CA	OLGLEBY RANCH
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 8.0 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 - TRAFFIC PATTERN	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)
PRIVATE	Current - YES	Total - 286
SE LAND	Months Since - 20	Make/Model- 35
	Aircraft Type - C-152	Instrument- 2
		Last 24 Hrs - 2
		Last 30 Days- 6
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT DEPARTED OCEANO ARPT, OCEANO, CA AT ABOUT 1830 ON A VFR FLT TO TAFT, CA. ABT 30 MIN AFT DEPARTING L52, THE PLT BECAME DISORIENTED AND ELECTED TO LAND ON A PVT AIRSTRIIP ABT 20 MI NORTH OF SANTA BARBARA, CA. THE PLT ENTERED A WEST DOWNWIND LEG (RT TRAFFIC) FOR RY 18 AFTER HE EXECUTED A LOW PASS OVER THE RY. THE PLT RPTD THAT WHEN HE ENTERED THE BASE LEG THE AIRSPEED DIMINISHED RAPIDLY AND THE AIRPLANE LANDED SHORT OF THE RY. GND WITNESSES RPTD THAT THE AIRPLANE "STALLED" & THAT THE AIRPLANE WAS TRAVELING AT A "VERY SLOW AIRSPEED" WHEN IT ENTERED THE BASE LEG. THE PLT RPTD THAT THE AIRPLANE DID NOT SUSTAIN ANY PREIMPACT MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 1421

6/18/88

SANTA BARBARA, CA

A/C Reg. No. N37354

Time (Lcl) - 1930 PDT

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1595 6/18/88 ATWATER, CA A/C Reg. No. N249SJ Time (Lcl) - 0815 PDT

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

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

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

Make/Model	- SMITH MODEL B AVID FLYER	Eng Make/Model	- ROTAX 532	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 850	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 64 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- 300/004 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 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 - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>ATWATER</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - SOFT</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 19</p> <p>Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0"> <tr> <td>Total</td> <td>- 192</td> <td>Last 24 Hrs</td> <td>- 0</td> </tr> <tr> <td>Make/Model</td> <td>- 112</td> <td>Last 30 Days</td> <td>- 24</td> </tr> <tr> <td>Instrument</td> <td>- 2</td> <td>Last 90 Days</td> <td>- 43</td> </tr> </table>	Total	- 192	Last 24 Hrs	- 0	Make/Model	- 112	Last 30 Days	- 24	Instrument	- 2	Last 90 Days	- 43
Total	- 192	Last 24 Hrs	- 0											
Make/Model	- 112	Last 30 Days	- 24											
Instrument	- 2	Last 90 Days	- 43											

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL TEST FLIGHT, JUST AFTER TAKEOFF, THE ENGINE SUDDENLY LOST POWER AND WENT TO IDLE. THE PILOT MADE AN OFF AIRPORT LANDING WITHOUT INCIDENT. THE PILOT INSPECTED THE ENGINE FINDING NOTHING UNUSUAL. THE PILOT ATTEMPTED ANOTHER TAKEOFF TO RETURN TO THE AIRPORT. JUST AFTER TAKEOFF THE ENGINE LOST POWER AGAIN. THE PILOT MADE A LANDING PERPENDICULAR TO FRESHLY PLOWED ROWS OF SOFT DIRT. THE TAIL COLLIDED WITH THE TERRAIN FIRST AND THE AIRPLANE CAME TO A SUDDEN STOP.

Brief of Accident (Continued)

File No. - 1595

6/18/88

ATWATER, CA

A/C Reg. No. N249SJ

Time (Lc1) - 0815 PDT

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

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. - 1594

6/20/88

GRIDLEY, CA

A/C Reg. No. N8487K

Time (Lcl) - 1300 PDT

-----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
ON GROUND

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 18000
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 10
Last 30 Days- 110
Last 90 Days- 460
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER ROTATION, THE PILOT NOTED THAT THE AIRPLANE WAS NOT MAINTAINING ENOUGH AIRSPEED TO FLY OUT OF GROUND EFFECT. THE AIRPLANE DESCENDED AND COLLIDED WITH A DRAINAGE DITCH. THE AIRPLANE BEGAN TO TUMBLE AND TRAVELED SEVERAL HUNDRED FEET BEFORE COMING TO REST. A POST CRASH FIRE DESTROYED THE AIRPLANE BEFORE IT WAS EXTINGUISHED. DUE TO THE EXTENT OF DAMAGE, IT IS UNDETERMINED IF THERE WAS A MECHANICAL FAILURE.

Brief of Accident (Continued)

File No. - 1594

6/20/88

GRIDLEY, CA

A/C Reg. No. N8487K

Time (Lcl) - 1300 PDT

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

Finding(s)

1. UNDETERMINED
2. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1591 6/21/88 FIREBAUGH, CA

A/C Reg. No. N5512X

Time (Lcl) - 0720 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation -AERIAL APPLICATION

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 137

Fire

Crew

1

0

0

0

Accident Occurred During -MANEUVERING

ON GROUND

Pass

0

0

0

0

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

Make/Model - AYRES S2R

Eng Make/Model - P&W PT6A-34AG

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 6000

Engine Type - TURBOPROP

No. of Seats - 1

Rated Power - 750 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/004 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - S2R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1902 Last 24 Hrs - 3

Make/Model- 1144 Last 30 Days- 153

Instrument- 83 Last 90 Days- 210

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AGRICULTURAL SPRAYING RUN, THE AIRPLANE WAS REQUIRED TO FLY UNDER POWER LINES TO COMPLETE THE JOB. THE AIRPLANE WAS SEEN FLYING IN THE DIRECTION OF THE WIRES. THE AIRPLANE INITIALLY CONTACTED A LEVEE WITH THE WING AND THEN COLLIDED WITH A POWER POLE. THE AIRPLANE CAME TO REST SEVERAL HUNDRED FEET FROM THE INITIAL IMPACT. THE AIRPLANE WAS CONSUMED BY FIRE. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1591

6/21/88

FIREBAUGH,CA

A/C Reg. No. N5512X

Time (Lc1) - 0720 PDT

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

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

3. OBJECT - POLE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1580 6/23/88 UPPER LAKE, CA A/C Reg. No. N4946Q Time (Lcl) - 0730 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation -AERIAL APPLICATION

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 137

Fire

Crew

0

0

0

1

Accident Occurred During -TAKEOFF

NONE

Pass

0

0

0

0

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

Make/Model - CESSNA 188

Eng Make/Model - CONTINENTAL IO-520

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4200

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

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

Weather Data

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

ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8055

Last 24 Hrs - 2

Make/Model- 1438

Last 30 Days- 20

Instrument- 82

Last 90 Days- 79

Multi-Eng - 283

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OCCURRED DRG AN AERIAL APP FLT. THE PILOT REPORTED THAT HE HAD FLOWN 6 OR 7 FLIGHTS EARLIER IN THE DAY. EACH FLIGHT THE LOAD WAS REDUCED DUE TO THE INCREASING TEMPERATURE OF THE DAY. JUST PRIOR TO THE ACCIDENT, THE PILOT REPORTED THAT THE TAKEOFF GROUND RUN WAS OK. AT THE END OF THE RUNWAY, THE LEFT WING CONTACTED WEEDS. THE AIRPLANE SLOWED AND CAME TO REST INVERTED IN A RICE FIELD. THE PILOT STATED THAT THE WEIGHT OF THE AIRPLANE WAS TOO HEAVY AND THE RUNWAY WAS TOO SHORT FOR THE CONDITIONS. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1580

6/23/88

UPPER LAKE, CA

A/C Reg. No. N4946Q

Time (Lc1) - 0730 PDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

----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. - 1579 6/26/88 AGUA DULCE, CA A/C Reg. No. N96384 Time (Lcl) - 1338 PDT

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

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

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

Make/Model	- TAYLORCRAFT BC12-D	Eng Make/Model	- CONTINENTAL A-75-8F	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 75 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	AGUA DULCE AIRPARK
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 22
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 4600/ 50
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- ASPHALT
Condition of Light	- TRAFFIC PATTERN	Runway Status
	FULL STOP	- DRY

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 176
SE LAND	Months Since - 9	Make/Model - 31
	Aircraft Type - PA-28	Instrument - 3
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days - 16
		Last 90 Days - 21
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT COMPLETED HIS PARTICIPATION IN THE "BOMB DROP" PORTION OF AN AIR SHOW AND HE ATTEMPTED TO LAND ON RWY 22. THE PLT REPORTED THAT HIS TOUCHDOWN WAS NORMAL BUT HE LOST CONTROL OF HIS ACFT DURING THE LANDING ROLLOUT. THE WIND DIRECTION WAS VARIABLE & ITS SPEED WAS BETWEEN 5 & 10 KTS. THE PLT FAILED TO MAKE A GO-AROUND, & HE TRIED TO STOP HIS ACFT AS IT VEERED INTO A DIRT AREA LOCATED BETWEEN THE RWY & THE MAIN TAXIWAY. THE ACFT CAME TO REST UPON COLLIDING WITH A PARKED HELICOPTER. THE PLT HAD PURCHASED THE TAYLORCRAFT 4 MONTHS EARLIER.

Brief of Accident (Continued)

File No. - 1579

6/26/88

AGUA DULCE, CA

A/C Reg. No. N96384

Time (Lcl) - 1338 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - AIRCRAFT PARKED
-

----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. - 1576

7/01/88

MONTAGUE, CA

A/C Reg. No. N2726Z

Time (Lcl) - 1530 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

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

Make/Model - SCHWEIZER SGS-1-26A

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - N/A

Stall Warning System - NO

Max Gross Wt - 575

Engine Type - N/A

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- 050/015 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Age - 59

Medical Certificate - NO MEDICAL

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - YES

Total - 775

Last 24 Hrs - 1

Months Since - 16

Make/Model- 103

Last 30 Days- 5

GLIDER

Aircraft Type - SGS233A

Instrument- 0

Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLIGHT, THE LAST TRANSMISSION BY THE PILOT STATED HE WAS GOING TO SEE WHAT THE GLIDER COULD DO BESIDES STRAIGHT AND LEVEL FLIGHT. WITNESSES IN THE AREA REPORTED THAT THEY HEARD A LOUD POP AND OBSERVED THE GLIDER, MINUS THE LEFT WING, IN A VERTICAL DESCENT AND COLLIDE WITH THE TERRAIN. THE WING SPAR BROKE TWO FEET FROM THE ROOT. A METALLURGICAL TEST PERFORMED ON THE SPAR REPORTED THAT THE SPAR BROKE IN A POSITIVE (UP) OVERLOAD. POST ACC INVEST REVEALED THE ACFT WAS PLACARDED FOR PLT WT NOT TO EXCEED 166 LBS. THE REC PLT WEIGHED 210 LBS. A SCHWEIZER SERVICE BULLETIN RESTRICTS THIS SAILPLANE FROM AEROBATICS.

Brief of Accident (Continued)

File No. - 1576

7/01/88

MONTAGUE, CA

A/C Reg. No. N2726Z

Time (Lcl) - 1530 PDT

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

Finding(s)

1. WING, SPAR - OVERLOAD
2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - 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) 1,2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1420 7/15/88 BAKERSFIELD, CA A/C Reg. No. N2789Z Time (Lcl) - 0800 PDT

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

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

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

Make/Model - RAVEN S-60A	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1600	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point 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 - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>FREE BALLOON</p>	<p>Age - 38</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 - EXPIRED</p> <p>Flight Time (Hours)</p> <p>Total - 200</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A SIGHTSEEING FLIGHT, WHILE ON FINAL APPROACH, THE BALLOON COLLIDED WITH POWER LINES. THE WIRES ARCED STARTING A FIRE WHICH DAMAGED THE BALLOON ENVELOPE. THE PLT DID NOT FILE AN ACC REPORT. THE PLTS LAST MEDICAL EXAM WAS ON 7/3/79.

Brief of Accident (Continued)

File No. - 1420

7/15/88

BAKERSFIELD, CA

A/C Reg. No. N2789Z

Time (Lc1) - 0800 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
-

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

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

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. - 1419

7/16/88

AGUA DULCE, CA

A/C Reg. No. N33043

Time (Lcl) - 1205 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire
NONE

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

Make/Model - PIPER PA-28-140

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E3D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/003 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

BARSTOW, 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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 43

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - PA-28

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 1100

Make/Model- 1070

Instrument- 3

Last 24 Hrs - 1

Last 30 Days- 64

Last 90 Days- 81

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED A TAKEOFF FROM A 2,900 FT MSL ELEVATION AIRPORT WHEN THE OBSERVED UNOFFICIAL OUTSIDE AIR TEMPERATURE WAS A REPORTED 105 DEGREES FAHRENHEIT. ALTHOUGH NO EXACT PRESSURE ALTITUDE WAS AVAILABLE AN APPROXIMATE DENSITY ALTITUDE OF 6,300 WAS DERIVED FROM THE TEMPERATURE AND ASSUMED PRESSURE ALTITUDE. THE PILOT SAID THAT HE SELECTED 20 DEGREES OF FLAPS FOR UPHILL TAKEOFF, AND, AFTER LIFTOFF, REDUCED THE FLAPS TO 10 DEGREES. AS THE AIRCRAFT CLIMBED OUT TOWARD RISING TERRAIN THE PILOT SAID THAT THE AIRCRAFT WAS NOT CLIMBING SUFFICIENTLY AND HE ELECTED TO TURN DOWN A CANYON TOWARD LOWER TERRAIN. THE RIGHT WING STRUCK A MODERATE SIZED BUSH ON THE TOP OF A RIDGE AND THE AIRCRAFT THEN COLLIDED WITH THE GROUND. THE PILOT SAID THERE WAS NO MECHANICAL MALFUNCTIONS PRIOR TO THE GROUND COLLISION.

Brief of Accident (Continued)

File No. - 1419

7/16/88

AGUA DULCE, CA

A/C Reg. No. N33043

Time (Lcl) - 1205 PDT

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

Finding(s)

1. TERRAIN CONDITION - RISING
 2. WEATHER CONDITION - TEMPERATURE EXTREMES
 3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 4. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
 5. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1533 7/24/88 HUNTINGTON BCH,CA A/C Reg. No. N8273M Time (Lcl) - 1700 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	2

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

Fire NONE
Crew
Pass

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

Make/Model - CESSNA T210K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-L
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 - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOUNTIFUL,UT
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MEADOWLARK
Runway Ident - UNK/NR
Runway Lth/Wid - 2330/ 36
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-182

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

Total - 5510	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 403	Last 90 Days- UNK/NR
Multi-Eng - 978	Rotorcraft - 4455

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING THE LANDING ROLL, THE PILOT HEARD A LOUD BANG ON THE RIGHT SIDE OF THE AIRPLANE. WHEN THE PILOT APPLIED BRAKES AND THE SPEED DISSIPATED, DIRECTIONAL CONTROL WAS LOST. THE AIRPLANE VEERED OF THE RUNWAY AND COLLIDED WITH A RUNWAY LIGHT. DURING AN INSPECTION, IT WAS FOUND THAT THE RIGHT MAIN LANDING GEAR TIRE HAD A WORN SPOT AND WAS FLAT.

Brief of Accident (Continued)

File No. - 1533

7/24/88

HUNTINGTON BCH,CA

A/C Reg. No. N8273M

Time (Lcl) - 1700 PDT

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

Finding(s)

1. LANDING GEAR,TIRE - BURST
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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. - 1590

8/03/88

VISALIA, CA

A/C Reg. No. N9273M

Time (Lcl) - 1530 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - MOONEY M20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 55

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - M20E

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

Total	- 531	Last 24 Hrs	- 1
Make/Model-	466	Last 30 Days-	5
Instrument-	UNK/NR	Last 90 Days-	16
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REMOVED THE VACUUM PUMP FROM THE ENGINE PRIOR TO THE FLIGHT BECAUSE OF AN INTERNAL FAILURE IN THE PUMP. THE PILOT DID NOT INSTALL A COVER PLATE ON THE ACCESSORY MOUNTING HOLE VACATED BY THE PUMP. AFTER TAKEOFF ON THE LOCAL FLIGHT, THE PILOT NOTICED THE OIL PRESSURE WAS DROPPING AND THE TEMPERATURE WAS RISING. HE ELECTED TO RETURN TO THE AIRPORT. THE ENGINE SIEZED AND THE PILOT MADE A FORCED LANDING IN A COTTON FIELD.

Brief of Accident (Continued)

File No. - 1590

8/03/88

VISALIA,CA

A/C Reg. No. N9273M

Time (Lcl) - 1530 PDT

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

Finding(s)

1. ENGINE ACCESSORIES,VACUUM PUMP - LACK OF
 2. FLUID,OIL - LOSS,TOTAL
 3. ENGINE ASSEMBLY - SEIZED
 4. MAINTENANCE,MODIFICATION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
 6. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

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

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. - 1417 8/15/88 CULVER CITY, CA A/C Reg. No. N9746Y Time (Lcl) - 0845 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	-DESCENT					

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

Make/Model	- CESSNA T210N	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	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	PALOMAR, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SANTA MONICA, CA	
Wind Dir/Speed	- CALM		Runway Ident
Visibility	- 40.0 SM	ATC/Airspace	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- ASPHALT
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
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	- 6590
SE LAND	Months Since - 5	Make/Model	- 6210
	Aircraft Type - C-210N	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 2
		Last 30 Days	- 24
		Last 90 Days	- 70
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLIGHT, THE ENGINE EXPERIENCED A LOSS OF POWER. A FORCED LANDING WAS MADE DURING WHICH THE AIRPLANE COLLIDED WITH WIRES AND WAS SUBSTANTIALLY DAMAGED. DURING THE INSPECTION OF THE AIRPLANE, THE FUEL TANKS WERE FOUND EXHAUSTED OF FUEL.

Brief of Accident (Continued)

File No. - 1417

8/15/88

CULVER CITY, CA

A/C Reg. No. N9746Y

Time (Lc1) - 0845 PDT

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

Phase of Operation CRUISE - NORMAL

Finding(s)

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

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - 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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1430 8/16/88 JACKSON, CA A/C Reg. No. N3270T Time (Lcl) - 1600 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 177	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	- 2400	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	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	MARIPOSA, CA	WESTOVER FIELD
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	- NONE	Runway Surface
Precipitation	- NONE	- ASPHALT
Condition of Light	- DAYLIGHT	Runway Status
	- FORCED LANDING	- DRY

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

Pilot-In-Command	Age - 52	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 - 16	Make/Model	- 35
	Aircraft Type - C-172	Instrument	- 5
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER TAKEOFF, THE ENGINE QUIT AT APRX 50 FT AGL. THE PILOT MADE AN EMERGENCY FORCED LANDING OFF THE RUNWAY, WHERE DURING THE LANDING ROLL THE AIRPLANE COLLIDED INTO A FENCE. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS FOUND DURING AN ENGINE EXAMINATION.

Brief of Accident (Continued)

File No. - 1430

8/16/88

JACKSON, CA

A/C Reg. No. N3270T

Time (Lcl) - 1600 PDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. OBJECT - FENCE

----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. - 1429

8/18/88

CAMARILLO, CA

A/C Reg. No. N2563Y

Time (Lc1) - 0030 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-28-236
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3A5D
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 2.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 700 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PASO ROBLES, 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 - DIRT
Runway Status - DRY

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	507
Make/Model-	35
Instrument-	108
Last 24 Hrs -	0
Last 30 Days-	5
Last 90 Days-	24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT, THE PILOT REPORTED THAT HE WAS "SCUD RUNNING" TO THE AIRPORT. THE PILOT WAS FOLLOWING A ROAD THAT RAN NEAR THE AIRPORT, HOWEVER, THE PILOT LOST SIGHT OF THE ROAD. THE PILOT DECIDED TO DIVERT TO ANOTHER AIRPORT AND THEN THE AIRPLANE COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 1429

8/18/88

CAMARILLO, CA

A/C Reg. No. N2563Y

Time (Lc1) - 0030 PDT

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

Finding(s)

1. WEATHER CONDITION - HAZE/SMOKE
 2. WEATHER CONDITION - LOW CEILING
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. LIGHT CONDITION - DARK NIGHT
 6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 7. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 8. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1532

8/18/88

SANTA PAULA, CA

A/C Reg. No. N1199U

Time (Lcl) - 2030 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - 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 - NIGHT(DARK)

Itinerary

Last Departure Point
LODI, CA
Destination
CAMARILLO, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SANTA PAULA
Runway Ident - 22
Runway Lth/Wid - 2650/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 65
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	30790	Last 24 Hrs - 2
Make/Model-	750	Last 30 Days- 135
Instrument-	UNK/NR	Last 90 Days- 158
Multi-Eng -	2800	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT, THE PILOT DIVERTED TO A CLOSER AIRPORT DUE TO A LOW FUEL STATE. THE PILOT WAS UNABLE TO LAND THE AIRPLANE ON THE FIRST ATTEMPT. DURING THE SECOND ATTEMPT, THE ENGINE QUIT. THE PILOT MADE AN EMERGENCY LANDING WHERE DURING THE LANDING ROLL, THE AIRPLANE SUSTAINED SUBSTL DAMAGE. AFTERWARD ONLY ONE AND A HALF GALLONS OF FUEL COULD BE DRAINED FROM THE ENTIRE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1532

8/18/88

SANTA PAULA, CA

A/C Reg. No. N1199U

Time (Lc1) - 2030 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 4. REFUELING - NOT 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. LIGHT CONDITION - DARK NIGHT
 6. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

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

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. - 1589 8/21/88 GRASS VALLEY, CA A/C Reg. No. N56740 Time (Lcl) - 1030 PDT

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

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

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

Make/Model - AERONCA O-58B	Eng Make/Model - CONTINENTAL C-65-8	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LINCOLN, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	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 - FORCED LANDING	ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 242
SE LAND	Months Since - UNK/NR	Make/Model- 198
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- 6
		Last 90 Days- 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE, THE ENGINE SPUTTERED THEN QUIT. THE PILOT INITIATED A FORCED LANDING TO A PLATEAU DIRECTLY BELOW. WHILE ON FINAL APPROACH THE AIRPLANE FLEW THROUGH A DOWNDRAFT. THE PILOT WAS UNABLE TO LAND THE AIRPLANE ON THE PLATEAU, INSTEAD IT COLLIDED WITH THE TREES PRIOR TO THE PLATEAU. INSPECTION OF THE AIRPLANE AFTER THE ACCIDENT REVEALED THAT BOTH FUEL TANKS WERE EXHAUSTED OF FUEL. THE FLT TIME WAS 30 MINUTES.

Brief of Accident (Continued)

File No. - 1589

8/21/88

GRASS VALLEY, CA

A/C Reg. No. N56740

Time (Lcl) - 1030 PDT

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

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION

2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. WEATHER CONDITION - DOWNDRAFT

Occurrence #3 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)

----Probable Cause----

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

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. - 1587 8/27/88 CHINO, CA A/C Reg. No. N723E Time (Lcl) - 1105 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	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 - STINSON L-5	Eng Make/Model - LYCOMING O-435-1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 190 HP	

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

Weather Data	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	CHINO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 26
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3856/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 550
SE LAND	Months Since - 30	Make/Model- 75
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 9
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMB, THE PILOT REPORTED THAT THE ENGINE LOST POWER. THE PILOT INITIATED A FORCED LANDING AND DURING THE DESCENT, THE AIRPLANE COLLIDED WITH A FENCE COMING TO REST INVERTED. FUEL WAS OBSERVED TO BE LEAKING FROM THE LEFT WING. WHEN THE FUEL WAS DRAINED FROM THE FUEL TANKS, THE RIGHT CONTAINED 3 GALLONS, THE LEFT CONTAINED 10 GALLONS. THE PILOT HAD BEEN OPERATING OFF OF THE RIGHT TANK. THERE WAS NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS. IT HAD BEEN APPROXIMATELY TWO AND A HALF YEARS SINCE THE LAST ANNUAL INSPECTION.

Brief of Accident (Continued)

File No. - 1587

8/27/88

CHINO,CA

A/C Reg. No. N723E

Time (Lcl) - 1105 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - FENCE

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1586 8/29/88 DUNSMUIR, CA A/C Reg. No. N5058K Time (Lcl) - 1300 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 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- 320/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SONOMA, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DUNSMUIR
Runway Ident - 14
Runway Lth/Wid - 2700/ 60
Runway Surface - N/A
Runway Status - N/A

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

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

Age - 37
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 - 81 Last 24 Hrs - UNK/NR
Make/Model- 48 Last 30 Days- UNK/NR
Instrument- 2 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER TAKEOFF, THE AIRPLANE GAINED JUST ENOUGH ALTITUDE TO CLEAR TREES AT THE END OF THE RUNWAY. THE PILOT TURNED UP A VALLEY TO GAIN ALTITUDE. THE AIRPLANE WAS GAINING ALTITUDE AT 150 FPM, HOWEVER, THE VALLEY TURNED INTO A BOX CANYON AND THE AIRPLANE WAS NOT AT A SUFFICIENT ALTITUDE TO CLEAR THE TERRAIN. THE PILOT INITIATED A FORCED LANDING AND COLLIDED WITH THE TERRAIN. DENSITY ALTITUDE WAS CALCULATED AS 7800 FT. THE PILOT REPORTED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1586

8/29/88

DUNSMUIR,CA

A/C Reg. No. N5058K

Time (Lcl) - 1300 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - 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)

4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. TERRAIN CONDITION - RISING

-----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. - 1567 10/04/88 VISALIA,CA A/C Reg. No. N5888B Time (Lcl) - 1630 PDT

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

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

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

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	FRESNO,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GREEN ACRES
Wind Dir/Speed- 270/002 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1322
SE LAND	Months Since - 3	Make/Model- 461
	Aircraft Type - C-172	Instrument- 223
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 182A & A BOEING A75 COLLIDED ON THE RWY. THE PILOT OF THE BOEING STATED THAT HE WAS DOING TOUCH & GO LDGS & HAD THE LDG CESSNA IN SIGHT. THE BOEING PLT THEN LOST SITE OF THE CESSNA AFTER IT TOUCHED DOWN ON RWY 30. THE BOEING PLT ASSUMED THE CESSNA WAS CLEAR OF THE RWY, SO HE CONTINUED HIS LDG. THE COLLISION OCCURRED AS THE BOEING WAS ROLLING OUT, BEFORE THE CESSNA HAD CLEARED THE RWY. THE CESSNA PLT HAD COMPLETED HIS LDG ROLL & TAXIED TO THE RT OF THE RWY CENTERLINE. THE BOEING STRUCK THE CESSNA FROM BEHIND & FM THE LEFT. THE CESSNA WAS EQUIPPED WITH A RADIO & THE PLT TRANSMITTED HIS INTENTIONS. THE BOEING WAS NOT EQUIPPED WITH A RADIO. TRAFFIC MUST REVERSE COURSE, ON THE RWY, TO TAXI BACK TO THE ONLY AVAILABLE EXIT LOCATED NEAR THE APPROACH END OF RWY 30.

Brief of Accident (Continued)

File No. - 1567

10/04/88

VISALIA,CA

A/C Reg. No. N5888B

Time (Lcl) - 1630 PDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 3. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 4. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1567 10/04/88 VISALIA, CA A/C Reg. No. N5000V Time (Lcl) - 1630 PDT

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

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

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

Make/Model - BOEING A75	Eng Make/Model - P&W R-985	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GREEN ACRES
Wind Dir/Speed- 270/002 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5500
SE LAND, ME LAND, SE SEA	Months Since - 15	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 200
		Multi-Eng - 2000
		Last 30 Days- 30
		Last 90 Days- 90
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 182A & A BOEING A75 COLLIDED ON THE RWY. THE PILOT OF THE BOEING STATED THAT HE WAS DOING TOUCH & GO LDGS & HAD THE LDG CESSNA IN SIGHT. THE BOEING PLT THEN LOST SITE OF THE CESSNA AFTER IT TOUCHED DOWN ON RWY 30. THE BOEING PLT ASSUMED THE CESSNA WAS CLEAR OF THE RWY, SO HE CONTINUED HIS LDG. THE COLLISION OCCURRED AS THE BOEING WAS ROLLING OUT, BEFORE THE CESSNA HAD CLEARED THE RWY. THE CESSNA PLT HAD COMPLETED HIS LDG ROLL & TAXIED TO THE RT OF THE RWY CENTERLINE. THE BOEING STRUCK THE CESSNA FROM BEHIND & FM THE LEFT. THE CESSNA WAS EQUIPPED WITH A RADIO & THE PLT TRANSMITTED HIS INTENTIONS. THE BOEING WAS NOT EQUIPPED WITH A RADIO. TRAFFIC MUST REVERSE COURSE, ON THE RWY, TO TAXI BACK TO THE ONLY AVAILABLE EXIT LOCATED NEAR THE APPROACH END OF RWY 30.

Brief of Accident (Continued)

File No. - 1567

10/04/88

VISALIA,CA

A/C Reg. No. N5000V

Time (Lcl) - 1630 PDT

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
 4. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1582 11/03/88 ANAHEIM,CA A/C Reg. No. N9467N Time (Lcl) - 1314 PST

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

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

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

Make/Model	- PIPER PA-28R-200	Eng Make/Model	- LYCOMING IO-360-C1C	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	Last Departure Point	OFF AIRPORT/STRIP
Method	CHINO,CA	
Completeness	Destination	Airport Data
Basic Weather	SANTA ANA,CA	Runway Ident
Wind Dir/Speed		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
- 6.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- VFR	Runway Surface
- CLEAR	Type of Clearance	- DIRT
Lowest Ceiling	- VFR	Runway Status
- NONE	Type Apch/Lndg	- DRY
Obstructions to Vision	- FORCED LANDING	
- HAZE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1300
SE LAND,ME LAND	Months Since - 10	Make/Model - 50
	Aircraft Type - GA-7	Instrument - 99
		Multi-Eng - 30
		Last 24 Hrs - 1
		Last 30 Days - 62
		Last 90 Days - 212

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FIVE MINUTES AFTER DEPARTURE AND DURING NORMAL CRUISE FLIGHT, THE CERTIFIED FLIGHT INSTRUCTOR NOTICED A PROP OVERSPEED. HE IMMEDIATELY PULLED BACK ON THE PROP CONTROL TO REDUCE ENGINE R.P.M. AND INSTRUCTED THE STUDENT, A PRIVATE PILOT, TO DIVERT TO THE AIRPLANE'S HOME BASE. TWO MINUTES AFTER THE OVERSPEED THE ENGINE "SPUTTERED" FOR 5 SECONDS AND SEIZED. THE INSTRUCTOR TOOK CONTROL OF THE AIRPLANE AND EXECUTED A FORCED LANDING ON A HILLSIDE. THE AIRPLANE BRUSHED SMALL BRANCHES AT THE TOP OF A TREE AND COLLIDED WITH THE TERRAIN. THE PILOT STATED THAT HE "USED ALL THE AIRSPEED TO REACH A SUITABLE LANDING SPOT", AND COULD NOT FLARE THE AIRPLANE TO CUSHION THE LANDING. AN EXAMINATION OF THE ENGINE REVEALED EVIDENCE OF AN OIL EXHAUSTION. THE OIL QUICK DRAIN WAS FOUND TO BE IN THE OPEN AND LOCKED POSITION. AN EXAMINATION OF RECORDS REVEALED THAT THE DRAIN WAS THE INCORRECT PART. THERE WAS AN AD CONCERNING THE INCORRECT OIL DRAIN BEING OPENED BY CONTACT WITH THE LNDG GEAR DURING RETRACTION.

Brief of Accident (Continued)

File No. - 1582

11/03/88

ANAHEIM, CA

A/C Reg. No. N9467N

Time (Lcl) - 1314 PST

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

Finding(s)

1. FLUID, OIL - EXHAUSTION
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. LUBRICATING SYSTEM, OIL QUICKDRAIN/DRAIN PLUG - BOGUS PART
4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
5. PROPELLER SYSTEM/ACCESSORIES - OVERSPEED
6. POWERPLANT - SEIZED
7. MAINTENANCE, COMPLIANCE WITH AD - DISREGARDED - 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)

8. OBJECT - TREE(S)

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

Finding(s)

9. TERRAIN CONDITION - UPHILL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1523 8/12/88 GEORGETOWN,CO A/C Reg. No. N9545H Time (Lcl) - 0930 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 182R
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470U
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 - NWS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 14500 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ENGLEWOOD,,CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3014 Last 24 Hrs - 2
Make/Model- 2175 Last 30 Days- UNK/NR
Instrument- 119 Last 90 Days- 182
Multi-Eng - 56

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N9545H, REGISTERED TO THE STATE OF COLORADO, CIVIL AIR PATROL, WAS DISPATCHED ON A SEARCH AND RESCUE MISSION IN A MOUNTAINOUS AREA NEAR GEORGETOWN, COLORADO. THE PLT ENCOUNTERED UNFAVORABLE WINDS WHILE FLYING IN THE SEARCH AREA. THE PAX SAID THAT HE COULD FEEL THE ACFT SETTLING JUST BEFORE THE ACFT STRUCK SOME TREES ON THE LEFT SIDE OF A MOUNTAIN RIDGE. A PASSENGER REPORTED THAT THE PLT SAID, "I DON'T LIKE THE FEEL OF THIS". A PARAMEDIC SAID THE PASSENGER ALSO RELATED THAT THEY HAD "HIT A DOWNDRAFT". A HELICOPTER PLT FLYING IN THE AREA SAID THAT THE WINDS WERE NOT CONDUCTIVE FOR FIXED WING FLTS, ESPECIALLY IN THE TRENCHES. THE BROKEN TREES INDICATED A DESCENT ANGLE OF 45 DEGREES. THE DISTANCE FROM 1ST TREE STRIKE TO THE MAIN WRECKAGE WAS 62 FT. THE ACFT CAME TO REST ON ITS NOSE. THE TERRAIN ELEVATION WAS ABOUT 10600 FT MSL.

Brief of Accident (Continued)

File No. - 1523

8/12/88

GEORGETOWN,CO

A/C Reg. No. N9545H

Time (Lcl) - 0930 MDT

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation CRUISE

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 4. WEATHER CONDITION - DOWNDRAFT
 5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 6. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

7. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1415

9/16/88

GREELEY, CO

A/C Reg. No. N97890

Time (Lcl) - 1230 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - CESSNA 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 - 2407

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 160 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/008 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

GREELEY/WELD COUNTY

Runway Ident - 09

Runway Lth/Wid - 7035/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 21

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 16

Last 24 Hrs - 3

Make/Model- 14

Last 30 Days- 14

Instrument- 0

Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS. DURING LANDING ROLL THE CROSSWIND LIFTED THE RIGHT WING AND CAUSED THE ACFT TO DRIFT TO THE LEFT. THE STUDENT PLT SAID HE ATTEMPTED TO CORRECT THE DRIFT, TO NO AVAIL. THE LEFT MAIN WHEEL DEPARTED THE RNWY, ENTERED SOFT, MUDDY TERRAIN AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1415

9/16/88

GREELEY, CO

A/C Reg. No. N97890

Time (Lcl) - 1230 MDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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. - 1494 9/18/88 BROOMFIELD, CO A/C Reg. No. N66076 Time (Lcl) - 1930 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 -TAXI

Fire Crew Pass
NONE

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

Make/Model - CESSNA 172Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2250
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4N
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 330/028 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SPEARFISH, SD
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

JEFFCO
Runway Ident - 29
Runway Lth/Wid - 7498/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-172

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

Total	- 100	Last 24 Hrs	- 3
Make/Model-	43	Last 30 Days-	3
Instrument-	2	Last 90 Days-	47

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND 1 PAX WERE RETURNING FROM A X-COUNTRY FLIGHT. PRIOR TO THE LANDING ON RWY 29R, THE WIND WAS REPORTED BY THE ATIS AS 310 DEG AT 22, GUSTING TO 28 KTS. DURING THE LANDING, THE TOWER REPORTED GUSTS TO 35 KTS. AFTER LANDING, THE PLT TURNED THE ACFT TO A HEADING OF 110 DEG AND THE WIND GUST INCREASED TO 54 KTS. THE PLT SAID THE TAIL CAME UP AND THE PROPELLER STRUCK THE TAXIWAY, STOPPING THE ENGINE. BEFORE THE PLT AND PAX COULD EXIT THE ACFT, IT NOSED OVER AND CAME TO REST INVERTED. THE PLT SAID HE TIED DOWN THE ACFT IN PLACE TO RIDE OUT THE WIND.

Brief of Accident (Continued)

File No. - 1494

9/18/88

BROOMFIELD, CO

A/C Reg. No. N66076

Time (Lc1) - 1930 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAXI

-----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. - 1575 10/01/88 DURANGO, CO A/C Reg. No. N4732F Time (Lcl) - 1650 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA TP206B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/007 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ANIMAS AIR PARK
Runway Ident - 19
Runway Lth/Wid - 5000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 75

Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 1154	Last 24 Hrs - 1
Make/Model-	720	Last 30 Days- 3
Instrument-	UNK/NR	Last 90 Days- 16
Multi-Eng -	UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS PRACTICING LANDINGS IN HIS ACFT. DURING TAKEOFF GROUND RUN, WHILE MAKING A TOUCH AND GO LANDING, THE PLT REPORTED EXPERIENCING VIBRATIONS FROM BOTH MAIN GEAR AND HIS ACFT DEPARTED THE 5,000 X 50 FT RWY TO THE LEFT. THE PLANE TRAVELED 100 YDS, HIT A ROCK, AND NOSED OVER. A WITNESS REPORTED THAT THE ACFT APPEARED TO LAND HARDER THAN NORMAL. THE PLT SAID HE SUSPECTED THE RIGHT MAIN GEAR CAME LOOSE AT THE FUSELAGE ATTACHING POINT AND FORCED THE ACFT TO DEPART THE RWY. A POST ACCIDENT INSPECTION BY AN A & P MECHANIC WITH INSPECTION AUTHORIZATION, REVEALED DAMAGE TYPICAL OF THAT INCURRED DURING A LANDING ACCIDENT.

Brief of Accident (Continued)

File No. - 1575

10/01/88

DURANGO, CO

A/C Reg. No. N4732F

Time (Lcl) - 1650 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

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

Finding(s)

3. TOUCH-AND-GO - INITIATED -
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1427 10/05/88 WALSH, CO

A/C Reg. No. N5997Q

Time (Lcl) - 1630 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew
NONE Pass

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

Make/Model - MOONEY M20E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

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

Basic Weather - IMC

Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 1.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 400 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN MARCOS, TX

Destination
SPRINGFIELD, CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 55

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 3050	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	25
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THERE IS NO RECORD PLT OBTAINED WX BRIEFING, FILED FLT PLAN, OR OBTAINED IN-FLT WX ADVISORIES. PLT AND TWO PAX DEPARTED SAN MARCOS, TX, AT 1400 CDT IN VMC, ENROUTE TO SPRINGFIELD, CO. ACFT WAS SEEN BY TWO WITNESSES AT APRX 1630 MDT, 11 MI W OF WALSH, CO, FLYING WESTERLY AT LOW ALT. WX WAS IMC WITH DRIZZLE AND THICK FOG. ACFT CRASHED 5 MI W OF WALSH, OR 20 MI ESE OF DESTINATION. PLT WAS NOT IFR RATED AND MEDICAL CERTIFICATE HAD EXPIRED. PLT REPORTEDLY DID NOT KEEP LOGBOOK AND BFR DATA COULD NOT BE DOCUMENTED. ACFT WAS OUT OF ANNUAL, WAS NOT IFR-CERTIFIED, AND ELT BATTERY HAD EXPIRED. PLT TOLD SISTER HE HAD TO RETURN TO SPRINGFIELD THAT DAY.

Brief of Accident (Continued)

File No. - 1427

10/05/88

WALSH,CO

A/C Reg. No. N5997Q

Time (Lcl) - 1630 MDT

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
 2. IN FLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 4. WEATHER CONDITION - OBSCURATION
 5. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 6. WEATHER CONDITION - FOG
 7. WEATHER CONDITION - DRIZZLE
 8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

9. BECAME LOST/DISORIENTED
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,8

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1499 10/16/88 ERIE,CO

A/C Reg. No. N69272

Time (Lcl) - 1520 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - HICKS/MERVIN RH-3
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 725
No. of Seats - 1

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

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

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

Weather Data

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

Wind Dir/Speed- 270/012 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Age - 78

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2607	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT GLIDER WAS WINCH LAUNCHED TO A HEIGHT OF 300 TO 500 FT AGL. WITNESSES SAID THE PLANE PORPOISED 3 TIMES AND THE TOW LINE SEPARATED. THE WITNESSES SAID THE FUSELAGE THEN BUCKLED AT A PT SLIGHTLY AFT OF THE WING TRAILING EDGE. THE REAR SECTION OF THE FUSELAGE AND EMPENNAGE THEN SEPARATED AND THE GLIDER CRASHED. PIECES OF THE WOOD FROM THE GLIDER FRAME WERE SENT TO A FOREST PRODUCTS LABORATORY. NO EVIDENCE OF WOOD DECAY WAS FOUND; HOWEVER, THE UREA-FORMALDEHYDE GLUE USED IN THE ORIGINAL CONSTRUCTION SHOWED EVIDENCE OF DEGRADATION. THE SPECIALIST ALSO NOTED THAT THERE WERE SEVERAL AREAS WHICH HAD BEEN REGLUED, HAD FAILED, AND HAD BEEN REPAIRED.

Brief of Accident (Continued)

File No. - 1499

10/16/88

ERIE, CO

A/C Reg. No. N69272

Time (Lcl) - 1520 MDT

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

Finding(s)

1. FUSELAGE - FAILURE, TOTAL
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - 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. - 1498 10/30/88 PARKER, CO

A/C Reg. No. N25DJ

Time (Lcl) - 1415 MST

-----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 - MANEUVERING

Fire
NONE

Crew
Pass

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

Make/Model - JONES CHRISTEN EAGLE II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING IO-360 AID
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 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- 320/015 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DENVER, CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - EAGLEII

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total - 1122	Last 24 Hrs - UNK/NR
Make/Model- 258	Last 30 Days- UNK/NR
Instrument- 60	Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS PERFORMING AEROBATICS IN A HOMEBUILT CHRISTEN EAGLE NEAR HIS GIRLFRIEND'S HOUSE WHERE A BIRTHDAY PARTY WAS IN PROGRESS. WITNESSES SAID THE ACFT EXECUTED A ROLL AT LOW ALTITUDE AND "WENT STRAIGHT IN." WEATHER WAS NOT A FACTOR AND EXAMINATION OF THE WRECKAGE DID NOT REVEAL EVIDENCE OF PRE-IMPACT FAILURE OR DEFICIENCY.

Brief of Accident (Continued)

File No. - 1498

10/30/88

PARKER,CO

A/C Reg. No. N25DJ

Time (Lcl) - 1415 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1573 11/24/88 CORTEZ, CO A/C Reg. No. N6105R Time (Lcl) - 1644 MST

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

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

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

Make/Model - CESSNA T210F	Eng Make/Model - CONTINENTAL TS10-520-CCM	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BLANDING, UT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	DURANGO, CO	CORTEZ-MONTEZUMA COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 21
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7205/ 100
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 308
SE LAND	Months Since - 38	Make/Model- 47
	Aircraft Type - C-172	Instrument- 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OBTAINED A WX BRIEFING FROM LAS VEGAS FSS AND WAS TOLD THAT FLT UNDER VFR WAS NOT RECOMMENDED FOR THE PROPOSED FLT TO DURANGO (DRO). THE PLT FILED A VFR FLT PLAN AND DEPARTED LAS VEGAS. OVER PAGE, AZ, HE FILED A PIREP AND WAS AGAIN TOLD VFR FLT NOT RECOMMENDED. N6105R LANDED AT BLANDING, UT (BDG) DUE TO SNOW AND THE PLT AND HIS PASSENGERS HAD THANKSGIVING DINNER WITH THE AIRPORT MANAGER. THE PLT THEN CALLED HIS WIFE IN DRO WHO SAID THE WX WAS OKAY, OBTAINED A WX BRIEFING FROM CEDAR CITY FSS, AND DEPARTED BDG. THE AIRCRAFT CRASHED APPROXIMATELY 2 MILES NNE OF THE CORTEZ AIRPORT, ABOUT HALFWAY BETWEEN ITS DEPARTURE POINT AND ITS DESTINATION. IT CAME TO REST IN A SNOW COVERED RAVINE ADJACENT TO A HIGHWAY. WITNESSES SAID VISIBILITY WAS RESTRICTED DUE TO SNOW, FOG, AND DIMINISHING DAYLIGHT. THE PILOT WAS NOT INSTRUMENT RATED. ANALYSIS OF THE PILOTS GASTROCNEMIUS MUSCLE TISSUE REVEALED 0.057% ETHANOL AND LESS THAN 0.005% TERT-BUTANOL, A FORM OF HEAVY ALCOHOL.

Brief of Accident (Continued)

File No. - 1573

11/24/88

CORTEZ, CO

A/C Reg. No. N6105R

Time (Lc1) - 1644 MST

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

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - OBSCURATION
4. LIGHT CONDITION - DUSK
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
6. SELF-INDUCED PRESSURE - PILOT IN COMMAND
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
8. PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
9. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - SNOW COVERED
11. TERRAIN CONDITION - RAVINE

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1460 5/25/88 MARIANNA, FL A/C Reg. No. N7787V Time (Lc1) - 0810 CDT

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

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

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

Make/Model - ROCKWELL A9B	Eng Make/Model - LYCOMING IO-540-G1C5	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 290 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 - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - UNK/NR	Total - 20000
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- 500
HELICOPTER ,GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 5000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SUSTAINED A COMPLETE & SUDDEN POWER LOSS WHILE ENGAGED IN AG OPERATIONS AT LOW ALT. THE PROP, FWD PORTION OF THE CRANKSHAFT, CYL HEAD & OTHER ENG PARTS SEPARATED FROM THE ACFT. THE ACFT STRUCK A ROW OF 40 FT TREES & CRASHED TO THE GRND. AN EXAM OF THE FAILED CRANKSHAFT REVEALED THAT IT HAD SEPARATED JUST FWD OF THE NO. 2 MAIN BEARING. LAB ANALYSIS REVEALED EVIDENCE TO SUGGEST THE CRANKSHAFT FAILED DUE TO FATIGUE. THE OWNER OF THE ACFT STATED THE ENG HAD BEEN OVERHAULED IN THE PAST BUT HE DID NOT KNOW WHEN OR BY WHOM. ENG LOGBOOK ENTRIES DID NOT REFLECT ANY ENG OVERHAUL.

Brief of Accident (Continued)

File No. - 1460

5/25/88

MARIANNA, FL

A/C Reg. No. N7787V

Time (Lcl) - 0810 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL
 2. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

3. OBJECT - TREE(S)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1461 7/17/88 DESTIN, FL A/C Reg. No. N669Q Time (Lc1) - 0817 CDT

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

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

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

Make/Model	- BEECH 95	Eng Make/Model	- LYCOMING O-360-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- COMMERCIAL WX SERVICE	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELETYPE	DOTHAN, AL	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	DESTIN, FL	DESTIN-FORT WALTON BEACH
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 4.000 SM	Type of Flight Plan	- 14
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- 5000/ 100
Lowest Ceiling	- 2000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- FOG		Runway Status
Precipitation	- RAIN		- WET
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 3200	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 4	Make/Model - 40	Last 30 Days - 25
	Aircraft Type - B-95	Instrument - 260	Last 90 Days - 100
		Multi-Eng - 100	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT REPORTED ARPT IN SIGHT AND WAS CLEARED FOR VISUAL APPROACH. WITNESSES REPORTED SEEING ACFT ON LEFT DOWNWIND & SAID IT FLEW INTO A THUNDERSHOWER. THE FLT WAS NOT HEARD FROM AGAIN. THE ACFT'S WRECKAGE WAS FOUND IN THE BAY 1 1/4 MILES NORTH OF THE RUNWAY. EXAMINATION INDICATED THE ACFT STRUCK THE WATER LEFT WING LOW. NO EVIDENCE WAS NOTED TO INDICATE ACFT, FLT CONTROL, OR ENGINE MALFUNCTION. RADAR PHOTOS INDICATED A LEVEL 3 THUNDERSHOWER AT THE CRASH SITE AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1461

7/17/88

DESTIN,FL

A/C Reg. No. N669Q

Time (Lcl) - 0817 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM, LEVEL III
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1434 7/24/88 O'BRIEN, FL A/C Reg. No. N4222X Time (Lcl) - 1130 EDT

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

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

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

Make/Model - ROCKWELL INTERNATIONAL 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 - 7000	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 170/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 3000 FT SCATTERED	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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1050
SE LAND	Months Since - 10	Make/Model- 200
	Aircraft Type - PA-28R	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- 75
		Last 90 Days- 200
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO SPRAY A SOYBEAN FIELD ABOUT 1/2 MI N OF THE AIRSTRIIP. THERE ARE NO KNOWN WITNESSES TO THE CRASH, BUT A PERSON IN THE AREA HEARD THE ENG "POP", THEN ENG SOUND CEASED; SECONDS LATER THE SOUND OF IMPACT WAS HEARD. THE ACFT STRUCK THE GRND IN A NOSE DOWN, SLIGHT LEFT-WING-LOW ATTITUDE, COMING TO REST IN THE IMPACT CRATER, SUGGESTING A SLOW FORWARD SPEED & HIGH VERTICAL RATE OF DESCENT. THERE WERE NO OTHER GRND CONTACT POINTS. THE HOPPER BURST ON IMPACT & THE LANATE SPRAYED OUT AHEAD OF THE ACFT IN A FAN SHAPED PATTERN. THE PLT'S SEAT BELT & SHOULDER HARNESS WEBBING FAILED IN OVERLOAD & THE PLT WAS EJECTED FROM THE ACFT. THE RESTRAINTS WERE WEATHERED & BLANCHED IN APPEARANCE. THE PROP SHOWED NO EVIDENCE OF ROTATION, HOWEVER, AN EXAM OF THE ENG REVEALED NO EVIDENCE OF PRE-IMPACT MALFUNCTION OR FAILURE. THE FUEL TANKS HAD RUPTURED BUT THERE WAS A LACK OF FUEL ODOR. THE FUEL LINES, FUEL SELECTOR AND FUEL PUMP CONTAINED ONLY RESIDUAL FUEL. THE CARBURETOR WAS BROKEN.

Brief of Accident (Continued)

File No. - 1434

7/24/88

O'BRIEN, FL

A/C Reg. No. N4222X

Time (Lcl) - 1130 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1445 8/03/88 PAHOKEE, FL A/C Reg. No. N63354 Time (Lcl) - 1300 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NAPLES, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PAHOKEE
Wind Dir/Speed- 080/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4620/ 75
Lowest Sky/Clouds - 2600 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 28
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 28
		Last 30 Days- 18
		Instrument- 0
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED WHILE THE PLT WAS ATTEMPTING A TOUCH AND GO LANDING AT PAHOKEE AIRPORT, PAHOKEE FL. THE PLT STATED THAT WHEN HE LANDED ON RUNWAY 17, THE ACFT BOUNCED. AS HE WAS ATTEMPTING A GO AROUND, HE LOST CONTROL. THE ACFT STALLED, BROKE LEFT, AND CRASHED IN THE GRASS OFF THE LEFT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1445

8/03/88

PAHOKEE, FL

A/C Reg. No. N63354

Time (Lcl) - 1300 EDT

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - GROUND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1433 8/06/88 BOCA RATON, FL A/C Reg. No. N280MW Time (Lcl) - 1510 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Serious

0

Minor

0

None

1

1

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

Make/Model - ENSTROM F-28F
Landing Gear - SKID
Max Gross Wt - 1950
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-FIAD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 190 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 11.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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, ME LAND, SE SEA
HELICOPTER

Age - 47
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - F-28-F

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

Total	- 15000	Last 24 Hrs	- 14
Make/Model-	500	Last 30 Days-	55
Instrument-	1000	Last 90 Days-	155
Multi-Eng -	11000	Rotorcraft -	500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE AT AN ALT OF APRX 800 FT 1 MILE OFFSHORE, THE PLT REPORTED A DROP OF THE MANIFOLD PRESSURE FROM 29 TO 20"HG, & AS A RESULT, THE MAIN ROTOR AND ENGINE RPM NEEDLES SPLIT. HE THEN TURNED ON THE BOOST PUMP WITH NEGATIVE RESULTS. AN AUTOROTATIVE LANDING IN THE WATER RESULTED IN SUBSTANTIAL DAMAGE. THE ACFT WAS DITCHED APRX 1 MILE OFFSHORE IN WATER 4 FT DEEP.

Brief of Accident (Continued)

File No. - 1433

8/06/88

BOCA RATON, FL

A/C Reg. No. N280MW

Time (Lc1) - 1510 EDT

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

Finding(s)
1. UNDETERMINED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1443 8/07/88 LANTANA, FL A/C Reg. No. N4103N Time (Lcl) - 1243 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - MOONEY M20G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2525
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 210/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2600 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KEY WEST, FL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PALM BEACH COUNTY PARK
Runway Ident - 09
Runway Lth/Wid - 3489/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

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

Total	- 173	Last 24 Hrs	- 2
Make/Model-	87	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-----

PLT ATTEMPTED TO LAND WITH A LEFT QUARTERING TAIL WIND. THE AIRCRAFT LANDED HARD AND BOUNCED SEVERAL TIMES. THE PLT INITIATED A GO-AROUND AND DURING CLIMBOUT FROM THE GO-AROUND THE PILOT INITIATED A STEEP LEFT TURN WITH 30 TO 40 DEGREES OF BANK AND WITH A NOSE HIGH ATTITUDE. THE PASSENGER STATED THE STALL WARNING HORN SOUNDED UPON INITIATION OF THE LEFT TURN AND THE AIRCRAFT IMMEDIATELY BEGAN TO DESCEND. THE PLT MANAGED TO LEVEL THE WINGS TO A SLIGHT LEFT WING LOW BANK JUST PRIOR TO THE AIRCRAFT TOUCHING DOWN GEAR UP ON A PERPENDICULAR RUNWAY.

Brief of Accident (Continued)

File No. - 1443

8/07/88

LANTANA,FL

A/C Reg. No. N4103N

Time (Lc1) - 1243 EDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. GO-AROUND - PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
7. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - RUNWAY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1525 8/19/88 RIVIERA BEACH, FL A/C Reg. No. N3766Z Time (Lcl) - 0710 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - AERIAL OBSERVATION

Fire
NONE

Crew
Pass

Flight Conducted Under - 14 CFR 91

Accident Occurred During - DESCENT

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

Make/Model - HUGHES 500

Eng Make/Model - ALLISON 250-C20

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2700

Engine Type - TURBOPROP

No. of Seats - 5

Rated Power - 420 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2200 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WEST PALM BEACH, FL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 40

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - BH-206B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6350

Make/Model- 1082

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 27

Last 90 Days- 58

Rotorcraft - 6200

Instrument Rating(s) - NONE

-----Narrative-----

THE TRAFFIC WATCH HELICOPTER WAS CRUISING NORTHBOUND ALONG THE INTERSTATE AT 450 FT AGL & 85 KTS AIRSPEED. A GRINDING NOISE WAS HEARD & THE TAIL ROTOR SEPARATED FROM THE ACFT. THE ACFT BEGAN AN UNCOMMANDED RIGHT TURN WHICH WAS ARRESTED IN ABOUT 1/4 TURN. THE PLT ATTEMPTED TO AUTOROTATE INTO AN OPEN FIELD JUST EAST OF THE HWY, BUT STRUCK A 25 FT TREE AT THE EDGE & CRASHED. AN EXAM REVEALED THE TAIL ROTOR GEAR BOX HOUSING, P/N 369A5400-607, HAD FAILED. A PORTION OF THE HOUSING, DRIVEN GEAR, TAIL ROTOR BLADES & RELATED COMPONENTS SEPARATED FROM THE ACFT IN FLT. THE MISSING PARTS SANK IN A LAKE ABOUT 1/2 MI FROM THE CRASH SITE & WERE NOT RECOVERED. THE REMAINING SECTION OF THE BOX WAS EXAMINED BY NTSB LAB & FAILURE WAS DUE TO OVERLOAD WITH NO EVIDENCE OF FATIGUE OR CORROSION. A WITNESS SAW 2 OBJECTS FALL FROM THE HELICOPTER. ONE OBJECT WAS WHITE AND LOOKED LIKE A BIRD, PROBABLY A SEAGULL. THE OTHER OBJECT LOOKED LIKE A STICK OR A 2X4 PIECE OF WOOD.

Brief of Accident (Continued)

File No. - 1525

8/19/88

RIVIERA BEACH, FL

A/C Reg. No. N3766Z

Time (Lcl) - 0710 EDT

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

Finding(s)

1. OBJECT - BIRD(S)
2. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION
3. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1441 8/25/88 PEMBROKE PINES, FL A/C Reg. No. N6069W Time (Lcl) - 1530 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-60
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5600
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-S1A5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 55
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

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

Total	- 3000	Last 24 Hrs	- UNK/NR
Make/Model	- 50	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 35
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED THAT THE ACFT USED ALMOST THE ENTIRE LENGTH OF THE RUNWAY DURING THE GROUND RUN. AFTER ROTATION & GEAR RETRACTION, IT CONTINUED TO CLIMB IN A NOSE HIGH ATTITUDE TO APRX 100-150 FEET, THEN IT STARTED AN APRX 20 DEGREE BANK TO THE RIGHT UNTIL IT HIT POWER LINES AND CRASHED INTO THE TOP OF A PRINTING SHOP ABOUT 3/4 MILE FROM THE ARPT. WITNESSES EMPLOYED AT THE AIRPORT STATED THAT THE AIRCRAFT HAD BEEN HAVING UNDETERMINED PROBLEMS WITH THE RIGHT ENGINE FOR A FEW WEEKS PRIOR TO THE ACCIDENT, BUT WAS STILL BEING FLOWN AND THE RT ENG RUNNING EXTREMELY ROUGH.

Brief of Accident (Continued)

File No. - 1441

8/25/88

PEMBROKE PINES, FL

A/C Reg. No. N6069W

Time (Lc1) - 1530 EDT

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. PROPELLER FEATHERING - PERFORMED -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. OBJECT - WIRE, TRANSMISSION
5. 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) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1570 8/30/88 DAVIE, FL

A/C Reg. No. N35LC

Time (Lcl) - 1400 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - COMMENS MIDGET MUSTANG I
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1038
No. of Seats - 1

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Wind Dir/Speed- 090/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FORT LAUDERDALE, FL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 410

Make/Model- 95

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- 20

Last 90 Days- 65

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT FLYING THE HOMEBUILT AIRCRAFT CRASHED INTO A SWAMP, AND THERE WERE NO WITNESSES. THE AIRCRAFT WAS LOCATED 4 DAYS LATER. FRIENDS OF THE PILOT RECALLED THAT IN THE 3 WEEKS PRIOR TO THE ACCIDENT THE PILOT HAD BRAGGED TO THEM ABOUT THE HIGH "G" AEROBATIC MANEUVERS HE HAD BEEN DOING. A REVIEW OF THE PILOTS RECORDS REVEALED THAT HE HAD RECEIVED A TOTAL OF 3 HOURS OF AEROBATIC INSTRUCTION 2 YEARS BEFORE THE ACCIDENT. THE ACFT IMPACTED IN A 50 DEGREE NOSE DOWN ATTITUDE. THE ACFT'S FLT CONTROL CONTINUITY WAS ESTABLISHED IN A POST ACC INSPECTION. THE AILERONS HAD FAILED AT THEIR MOUNTS BUT WERE AT THE ACC SITE.

Brief of Accident (Continued)

File No. - 1570

8/30/88

DAVIE,FL

A/C Reg. No. N35LC

Time (Lc1) - 1400 EDT

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

Finding(s)

1. AEROBATICS - IMPROPER - PILOT IN COMMAND
2. OVER CONFIDENCE IN PERSONAL ABILITY - 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. - 1423 9/06/88 PUNTA GORDA, FL A/C Reg. No. N8670P Time (Lcl) - 1222 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3880
No. of Seats - 5

Eng Make/Model - LYCOMING IO-540-D4A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

WX Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/014 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GAINESVILLE, GA
Destination
FT. MYERS, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PUNTA GORDA
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 - TRAFFIC PATTERN
FORCED LANDING

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-172

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

Total	- 900	Last 24 Hrs	- UNK/NR
Make/Model-	53	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS RETURNING FROM VFR XC FLT DURING WHICH MANY CLIMBS, DESCENTS & DETOURS WERE MADE TO AVOID ADVERSE WX & MAINTAIN VFR. HE STATED THE STRONG HEADWINDS CONSIDERABLY REDUCED HIS GRNDSPEED. AT HIS 1ST INTENDED LDG ARPT, STRONG GUSTY X-WINDS MADE THE APRCH "SQUIRRELLY" & HE ABANDONED THE ATTEMPT & FLEW TO AN ARPT WITH WIDER RWYS NEARLY ALIGNED WITH THE WIND. AT ABOUT 800 FT TURNING BASE TO FINAL, THE ENG QUIT DUE TO FUEL STARVATION & THE PLT WAS TOO LOW TO REGAIN ENG POWER. A FORCED LDG WAS ATTEMPTED ON A ROAD, BUT THE ACFT CLIPPED A POWERLINE WHICH THREW THE ACFT OUT OF CONTROL & IT CRASHED INTO A DITCH. THE PLT LATER STATED TO AVOID AN ACCIDENT SUCH AS THIS IN THE FUTURE, HE WOULD PAY MORE POSITIVE ATTENTION TO FUEL CONSUMPTION & QUANTITY OF FUEL REMAINING IN EACH TANK.

Brief of Accident (Continued)

File No. - 1423

9/06/88

PUNTA GORDA, FL

A/C Reg. No. N8670P

Time (Lc1) - 1222 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SUPPLY - NOT CORRECTED - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - 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) 1,2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1422 9/14/88 POLK CITY, FL A/C Reg. No. N2357Y Time (Lcl) - 2025 EDT

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

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

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

Make/Model - CESSNA 177	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 - 2350	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	PERRY, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WINTER HAVEN, FL	Runway Ident - N/A
Wind Dir/Speed- 080/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model - 53
	Aircraft Type - C-152A	Instrument - 4000
		Multi-Eng - 5604
		Last 24 Hrs - 7
		Last 30 Days - 31
		Last 90 Days - 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT FAILED TO INSURE ACFT HAD ADEQUATE FUEL SUPPLY FOR FLT. THE ENGINE FAILED DUE TO FUEL EXHAUSTION AND A FORCED LANDING WAS MADE IN A FIELD. THE PLT SAID THAT HE EXPERIENCED STRONGER THAN EXPECTED HEAD WINDS. POST ACC INVEST REVEALED THAT THE ACFT FUEL TANKS WERE EMPTY WITH NO EVIDENCE OF SPILLAGE OR LEAKAGE.

Brief of Accident (Continued)

File No. - 1422

9/14/88

POLK CITY, FL

A/C Reg. No. N2357Y

Time (Lc1) - 2025 EDT

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

Finding(s)

1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. LIGHT CONDITION - NIGHT
6. OBJECT - WIRE,STATIC

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1426

9/23/88

LAKE WALES, FL

A/C Reg. No. N8707U

Time (Lcl) - 1200 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

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

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

ELT Installed/Activated - YES/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 - 4.000 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
COCOA, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CHARLET SUZANNE AIRSTRIP
Runway Ident - 18
Runway Lth/Wid - 2450/ 50
Runway Surface - GRASS/TURF
Runway Status - WET

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

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

Age - 61
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 264
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ABORTED THE TAKEOFF FROM THE "THICK, WET" GRASS STRIP BECAUSE THE ACFT WAS NOT ACCELERATING "ADEQUATELY." HE APPLIED THE BRAKES BUT IT WENT OFF THE DEPARTURE END OF THE RWY, COLLIDED WITH A FENCE, TREE, AND DIRT MOUND BEFORE COMING TO REST. THERE WAS NO ENGINE FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1426

9/23/88

LAKE WALES, FL

A/C Reg. No. N8707U

Time (Lc1) - 1200 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. OBJECT - FENCE
 2. OBJECT - TREE(S)
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 6. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1538 9/26/88 GROVELAND, FL

A/C Reg. No. N4365D

Time (Lcl) - 1323 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

Crew

Pass

Fatal

0

0

Serious

0

2

Minor

1

1

None

0

0

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2440
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/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- 270/007 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

OCALA, FL

Airport Proximity

ON AIRSTRIIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - DC-9

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 14000

Make/Model- 300

Instrument- UNK/NR

Multi-Eng - 12500

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 120

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO THE TREES AT THE END OF THE RWY WHILE ON INITIAL CLIMB AFTER SUSTAINING COMPLETE ENG FAILURE. FAA PERSONNEL ATTEMPTED TO TEST RUN THE ENGINE AFTER THE ACCIDENT, BUT WERE UNABLE TO DUE SO DUE TO AN AIR LEAK ON THE GASCOLATOR. WHEN UPWARD PRESSURE WAS APPLIED TO THE BOTTOM OF THE GASCOLATOR TO SEAL THE AIR LEAK, NORMAL ENGINE OPERATION WAS ACHIEVED. FAA PERSONNEL STATED THAT THEY FELT THE LEAKAGE WAS DUE TO A WORN SEAL & NOT A RESULT OF IMPACT DAMAGE CAUSED BY THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1538

9/26/88

GROVELAND, FL

A/C Reg. No. N4365D

Time (Lcl) - 1323 EDT

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

Finding(s)

1. FUEL SYSTEM, STRAINER - LEAK

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1537 10/01/88 FORT LAUDERDALE, FL A/C Reg. No. N8076R Time (Lcl) - 1540 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Injuries

Serious

0

Minor

1

None

0

0

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

Make/Model - BEECH V35A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 080/015 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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
SE LAND, ME LAND
GLIDER

Age - 59
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - V35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2656
Make/Model- 1700
Instrument- 439
Multi-Eng - 74
Last 24 Hrs - UNK/NR
Last 30 Days- 42
Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT APRX 15 MINUTES AFTER TAKEOFF FROM FORT LAUDERDALE, THE ENG QUIT COMPLETELY & HE WAS UNABLE TO MAKE IT BACK TO THE ARPT. WHILE ATTEMPTING A FORCED LANDING IN A FIELD, HE LANDED NOSE DOWN, THE NOSE GEAR COLLAPSED, AND THE ACFT SLID TO A STOP. POST CRASH EXAMINATION OF THE FUEL SYSTEM REVEALED THAT THE RIGHT FUEL TANK WAS EMPTY DUE TO DAMAGE INCURRED DURING THE IMPACT SEQUENCE, AND THE LEFT TANK WAS EMPTY WITH NO DAMAGE TO THE FUEL LINES FROM THE TANK TO THE ENG. FIVE GALLONS OF FUEL WAS ADDED TO THE SYSTEM AND THE ENGINE STARTED AND WAS RUN FOR APRX 3 MINUTES. POST ACC EXAM SHOWED THE FUEL GAUGES TO BE INACCURATE.

Brief of Accident (Continued)

File No. - 1537

10/01/88

FORT LAUDERDALE, FL

A/C Reg. No. N8076R

Time (Lcl) - 1540 EDT

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

Finding(s)

1. FUEL SYSTEM, FUEL QUANTITY FLOAT/SENSOR - FALSE INDICATION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 4. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

Finding(s)

5. FLARE - IMPROPER - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1536 10/06/88 LA BELLE, FL A/C Reg. No. N6815Y Time (Lcl) - 1800 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 135/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KEY WEST, FL
Destination
AMERICUS, GA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6800 Last 24 Hrs - 6
Make/Model- 45 Last 30 Days- 100
Instrument- 90 Last 90 Days- 400
Multi-Eng - 200 Rotorcraft - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WHILE ON A FERRY PERMIT FLIGHT EXPERIENCED A FAILURE OF THE #4 CYL OF THE LEFT ENGINE AND DID NOT ATTAIN THE VYSE SPEED AND THE AIRCRAFT STARTED TO DESCEND. THE PILOT DITCHED THE AIRCRAFT IN A LAKE AND IT WAS NOT RECOVERED. NO RECORDS ON THE ENGINES OR AIRFRAME WERE AVAILABLE. THE FAILURE OF THE ENG HAD OPENED THE COWLING ON THE DEAD ENG WHICH ADDED CONSIDERABLE DRAG TO THE AIRFRAME, REDUCING THE AIRSPEED.

Brief of Accident (Continued)

File No. - 1536

10/06/88

LA BELLE, FL

A/C Reg. No. N6815Y

Time (Lc1) - 1800 EDT

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

Finding(s)

1. 1 ENGINE -
 2. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - WATER
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1562 10/15/88 TAMPA, FL

A/C Reg. No. N4553V

Time (Lcl) - 1435 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	1	1	0

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

Make/Model - BEECH 35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ST. PETERSBURG, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MCDILL AFB
Runway Ident - 13
Runway Lth/Wid - 11400/ 300
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Flight Time (Hours)	
Total	539
Last 24 Hrs	1
Last 30 Days	15
Last 90 Days	26
Make/Model	84
Instrument	98
Multi-Eng	33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THE ACFT WAS TOPPED WITH 30 GALS OF AUTO FUEL PRIOR TO DEPARTING FOR THE OPEN HOUSE AT MCDILL AFB. THE FLT TO MCDILL WAS NORMAL. BEFORE DEPARTURE, ABOUT 1/2 INCH OF WATER WAS DRAINED FROM THE FUEL SYSTEM DURING PREFLT INSPECTION. AT ABOUT 300 FT IMMEDIATELY AFTER TAKEOFF, THE ENGINE QUIT & THE PLT MADE A FORCED LDG INTO A FIELD WHERE THE RT WING OF THE ACFT HIT A POLE AS IT SLID ALONG ON THE BELLY. THE ENGINE WAS SUBSEQUENTLY TEST-RUN SATISFACTORILY.

Brief of Accident (Continued)

File No. - 1562

10/15/88

TAMPA, FL

A/C Reg. No. N4553V

Time (Lcl) - 1435 EDT

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

Finding(s)

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 TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - POLE

-----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. - 1543 11/13/88 ARCADIA, FL

A/C Reg. No. N69175

Time (Lcl) - 1700 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

2

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

0

0

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

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

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 108 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/008 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

UNK/NR

Destination

OPA LOCKA, FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3324 Last 24 Hrs - 5
Make/Model- 1604 Last 30 Days- 94
Instrument- 85 Last 90 Days- 314
Multi-Eng - 320 Rotorcraft - 1048

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT DEPARTED ON A CROSS COUNTRY INSTRUCTIONAL FLIGHT. THE AIRCRAFT LANDED FOR FUEL AT ORLANDO INT'L AND DEPARTED VFR. THERE WERE NO WITNESSES. THE ACCIDENT SITE WAS LOCATED BY ELT SIGNAL IN A TREELINE THAT BORDERED THE WEST END OF A LARGE OPEN PASTURE. TREE IMPACT OCCURRED AT APPROX 20' AGL AND WRECKAGE WAS DISTRIBUTED 310' THROUGH A HEAVILY WOODED AREA. THERE WERE NO RADIO CALLS FROM THE AIRCRAFT. THERE WAS NO EVIDENCE OF PRE-IMPACT MECHANICAL OR STRUCTURAL FAILURE.

Brief of Accident (Continued)

File No. - 1543

11/13/88

ARCADIA, FL

A/C Reg. No. N69175

Time (Lc1) - 1700 EST

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

Finding(s)

1. OBJECT - TREE(S)
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI)
 3. CLEARANCE - NOT MAINTAINED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1547 7/07/88 ST. MARYS,GA A/C Reg. No. N732JV Time (Lcl) - 1300 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE

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

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520L
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- 060/014 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
JEKYLL ISLAND,GA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ST. MARY'S
Runway Ident - 04
Runway Lth/Wid - 5000/ 100
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - CE-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3375
Make/Model- 1620
Instrument- 132
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 13
Last 90 Days- 78
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF ENGINE QUIT AT ABOUT 400 FEET. PIC LANDED ACFT HARD ON ASPHALT ROAD. PIC LATER STATED HE HAD WATER IN THE FUEL TANK FOLLOWING A REFUELING. HE WAS NOT AWARE OF THE DRAINS IN THE RESERVOIR FUEL TANKS LOCATED UNDER THE FLOOR OF THE FORWARD SEATS. AS A CONSEQUENCE, THE CONTAMINATION WAS NOT COMPLETELY PURGED FROM THE FUEL.

Brief of Accident (Continued)

File No. - 1547

7/07/88

ST. MARYS,GA

A/C Reg. No. N732JV

Time (Lcl) - 1300 EDT

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

Finding(s)

1. FLUID,FUEL - WATER
 2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - FBO PERSONNEL
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - ROADWAY/HIGHWAY
 6. FLARE - IMPROPER - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1474 7/24/88 LA GRANGE, GA A/C Reg. No. N4506F Time (Lcl) - 2108 EDT

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

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

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

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	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	TUSKEGEE, AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NEWNAN, GA	Runway Ident - N/A
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 280
SE LAND	Months Since - 12	Make/Model- 245
	Aircraft Type - C-152	Instrument- 1
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 37
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC STATED HE HAD A HARDOVER IN THE SINGLE AXIS AUTOPILOT WHICH RESULTED IN THE ACFT CONSTANTLY TURNING RIGHT. THEREFORE DUE TO THE CONTINUOUS BANK HE ELECTED TO MAKE A PRECAUTIONARY LANDING IN A LAKE VERSUS ON LAND. THE ACFT IMPACTED IN A LAKE LEFT OF THE PLANNED COURSE. THE ROLL SERVO WAS DESIGNED SO THAT WHEN POWER WAS REMOVED FROM THE SERVO A SPRING DISENGAGED THE SERVO FROM THE AILERON BRIDLE CABLE. THE SPRING WAS FOUND FUNCTIONAL AFTER RECOVERY OF THE ACFT FROM THE LAKE. WITNESSES RPTED SEEING THE ACFT FLYING ABOUT 10-15 FEET ABOVE THE LAKE SURFACE FOR ABOUT ONE QUARTER MILE. AS THE ACFT APPROACHED A BRIDGE IT PULLED UP ABRUPTLY, STALLED, AND IMPACTED THE WATER.

Brief of Accident (Continued)

File No. - 1474

7/24/88

LA GRANGE, GA

A/C Reg. No. N4506F

Time (Lcl) - 2108 EDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DUSK
2. BUZZING - INTENTIONAL - PILOT IN COMMAND
3. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. PULL-UP - ABRUPT - PILOT IN COMMAND
5. STALL - ENCOUNTERED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - WATER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1437 9/09/88 SMITHVILLE,GA A/C Reg. No. N8132K Time (Lcl) - 1600 EDT

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

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

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

Make/Model - GRUMMAN G-164B	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 - 5200	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SMITHVILLE,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/002 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
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		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3194
SE LAND	Months Since - 17	Last 24 Hrs - 6
	Aircraft Type - C-172	Make/Model- 675
		Instrument- 10
		Last 30 Days- 225
		Last 90 Days- 450

Instrument Rating(s) - NONE

-----Narrative-----

SOON AFTER TAKEOFF FROM A PRIVATE SOD AIRSTRIP FOR AERIAL APPLICATION MANEUVERING, THE ENGINE LOST POWER. THE PLT WAS FORCED TO LAND IN SOFT MUDDY TERRAIN WHERE THE ACFT NOSED OVER. POST ACC INVEST REVEALED THAT THE FLOAT ASSY IN THE CARBURETOR JAMMED WHICH LED TO THE LOSS OF ENGINE POWER..

Brief of Accident (Continued)

File No. - 1437

9/09/88

SMITHVILLE,GA

A/C Reg. No. N8132K

Time (Lcl) - 1600 EDT

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR FLOAT - JAMMED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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. - 1564 9/15/88 GRAY,GA

A/C Reg. No. N32105

Time (Lc1) - 0830 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-28R-200

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2600

No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 200 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 090/004 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MACON,GA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - 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,SE SEA

Age - 26

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1282

Make/Model- 70

Instrument- 145

Multi-Eng - 238

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 191

Instrument Rating(s) - AIRPLANE

-----Narrative-----

INSTRUCTOR SAID THAT AFTER COMPLETING A STALL SERIES THE ENGINE BEGAN TO BACKFIRE CONTINUOUSLY & POWER WAS LOST SO THAT HE COULD NOT MAINTAIN ALTITUDE. AN OFF AIRPORT LANDING WAS MADE AND A FENCE WAS HIT DURING THE LANDING ROLL. ENG HAD BEEN OVERHAULED & INSTALLED IN ACFT 36 HOURS PRIOR. FAA MAINTENANCE INSPECTOR DESCRIBED OVERHAUL AS GOOD. NO ENG MAINTENANCE HAD BEEN DONE SINCE ENG INSTALLED IN ACFT. ACFT WAS PARKED ON OUTSIDE RAMP. FAA INSPECTOR FOUND THE NUTS & LOCKWASHERS MISSING FROM THE NO. 3 CYLINDER VALVE ROCKER SHAFT HOLD DOWN PLATES WHICH ALLOWED THE EXHAUST ROCKER SHAFT TO BACK OUT OF THE CYLINDER AND THE INTAKE ROCKER SHAFT TO BACK OUT OF THE CYLINDER. RESULT WAS LOSS OF OPERATION OF THE NO. 3 CYLINDER & SIGNIFICANT LOSS OF ENGINE POWER. ALL REMAINING ROCKER SHAFT NUTS WERE TIGHT.

Brief of Accident (Continued)

File No. - 1564

9/15/88

GRAY,GA

A/C Reg. No. N32105

Time (Lc1) - 0830 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,ROCKER ARM/TAPPET - MISSING
2. SABOTAGE - INTENTIONAL - UNKNOWN

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 - FENCE

-----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. - 1444

9/21/88

LATIMER,IA

A/C Reg. No. N36HD

Time (Lcl) - 0500 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

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

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

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

Make/Model - CESSNA 310R

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 5500

No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-520-ML

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 285 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

ST PAUL,MN

Destination

DES MOINES,IA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - C-310R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2000	Last 24 Hrs	- 5
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Make/Model-	600	Last 30 Days-	75
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Instrument-	200	Last 90 Days-	200
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Multi-Eng -	800	Rotorcraft -	UNK/NR
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD COMPLETED HIS NORMAL FLIGHT SCHEDULE AND WAS ASSIGNED AN ADDITIONAL TRIP FROM DES MOINES, IOWA TO ST PAUL, MINNESOTA. CALCULATIONS SHOW THAT THE PILOT HAD FLOWN AN ESTIMATED 5 HOURS IN THE 8 1/2 HOURS PRECEDING THE ACCIDENT. THE LINE ATTENDANT AT ST. PAUL STATED THAT THE PILOT APPEARED TIRED UPON ARRIVAL. THE IMPACT ANGLE AT THE ACCIDENT SITE SUGGESTED AN UNCONTROLLED DESCENT TO THE GND.

Brief of Accident (Continued)

File No. - 1444

9/21/88

LATIMER,IA

A/C Reg. No. N36HD

Time (Lcl) - 0500 CDT

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

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1447 12/07/88 MARTELLE, IA A/C Reg. No. N198V Time (Lc1) - 1715 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BELLANCA 17-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

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 - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
LANSING, MI
Destination
MARION, IA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 320/013 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

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 - GRAVEL
Runway Status - DRY

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

Pilot-In-Command

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

Age - 54

Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - 17-30

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1102
Make/Model-	165
Instrument-	30
Multi-Eng -	126
Last 24 Hrs -	2
Last 30 Days-	9
Last 90 Days-	15
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ANTICIPATING A FUEL SHORTAGE ON A PERSONAL CROSS COUNTRY FLIGHT, THE PLT REQUESTED THE NEAREST AIRPORT FROM APPROACH CONTROL. THE NEAREST APT WAS WITHIN FIVE MILES OF HIS DESTINATION APT SO CONTINUED ON COURSE. ABOUT 15 MILES FROM HIS DESTINATION, AND HAVING SWITCHED TO HIS LAST FUEL TANK WHICH INDICATED LESS THAN 1/4 TANK, THE PRESSURE GAUGE FLICKERED INDICATING IMMINENT FUEL EXHAUSTION. HE ELECTED TO MAKE A PRECAUTIONARY LDG ON A RURAL ROAD INSTEAD OF RISKING AN EMERGENCY LANDING IN AN UPCOMING POPULATED AREA. HE SELECTED A COUNTRY ROAD TO LAND ON WHILE HE STILL HAD POWER. DURING THE LANDING ROLL OUT, THE ACFT STRUCK A ROAD SIGN CAUSING THE ACFT TO VEER INTO A DITCH. THE PLT SAID HIS FUEL COMPUTATIONS WERE BASED ON FUEL USED AND REMAINING. THE PLT DID NOT VISUALLY CHECK THE FUEL QUANTITY BEFORE DEPARTING.

Brief of Accident (Continued)

File No. - 1447

12/07/88

MARTELLE, IA

A/C Reg. No. N198V

Time (Lc1) - 1715 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - LOW LEVEL
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - SIGN

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

Finding(s)

6. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1571 10/11/88 SUN VALLEY, ID A/C Reg. No. N8975J Time (Lcl) - 1835 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
NONE

Fatal

Crew 1
Pass 0

Injuries

Serious Minor

0 0
1 0

None

0
0

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

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-B1E

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- 190/007 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HAILEY, 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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 19

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 132 Last 24 Hrs - 0

Make/Model- 10 Last 30 Days- 2

Instrument- 5 Last 90 Days- 25

Multi-Eng - 0 Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FLEW INTO A BOX CANYON AT A LOW ALTITUDE ABOVE THE GROUND NEAR 9000 FT MSL. WHILE ATTEMPTING TO CLIMB OVER A RIDGELINE, THE AIRCRAFT STALLED, ENTERED A SPIN, AND DESCENDED NOSE DOWN UNTIL IMPACT WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1571

10/11/88

SUN VALLEY, ID

A/C Reg. No. N8975J

Time (Lcl) - 1835 MDT

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

Finding(s)

1. TERRAIN CONDITION - BOX CANYON
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH TERRAIN
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1599 1/19/88 CHICAGO, IL A/C Reg. No. N306AA Time (Lcl) - 1812 CST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AMERICAN AIRLINES	NONE					
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	1	0	7
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	1	138
Accident Occurred During	-DESCENT						

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

Make/Model	- BOEING 767-200	Eng Make/Model	- P&W JT9D-7	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 300000	Engine Type	- TURBOFAN		
No. of Seats	- 195	Rated Power	- 40550 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	FORT WORTH, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 51	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 13000
ME LAND	Months Since - UNK/NR	Make/Model - 326
	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-----

A FLIGHT ATTENDANT AND A PASSENGER RECEIVED SERIOUS AND MINOR INJURIES RESPECTIVELY DURING AN INFLIGHT ENCOUNTER WITH SEVERE TURBULENCE DURING AN ENROUTE DESCENT. GREATER THAN MODERATE TURBULENCE WAS FORECAST TO BE IN THE AREA AND SEVERE TURBULENCE HAD BEEN REPORTED BY A TRANSPORT (HEAVY) CATEGORY AIRCRAFT. THE SEAT BELT SIGN WAS ON AND PASSENGERS WERE SEATED & BELTED. THE FLT ATTENDANTS WERE STANDING AND MOVING ABOUT. THE INJURED ATTENDANT HAD A BROKEN LEG. THE PASS'G COMPLAINED OF A SORE NECK.

Brief of Accident (Continued)

File No. - 1599

1/19/88

CHICAGO, IL

A/C Reg. No. N306AA

Time (Lc1) - 1812 CST

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED

Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
 5. SEAT BELT - NOT USED - FLIGHT ATTENDANT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1490 2/03/88 WHEELING, IL A/C Reg. No. N421Q Time (Lcl) - 1559 CST

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

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

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

Make/Model - CESSNA 421A	Eng Make/Model - CONTINENTAL GTSIO-520D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point EVANSVILLE, IN	Airport Data PALWAUKEE
Method - UNK/NR	Destination SAME AS ACC/INC	Runway Ident - 16
Completeness - FULL	ATC/Airspace	Runway Lth/Wid - 5137/ 100
Basic Weather - IMC	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Wind Dir/Speed- 360/008 KTS	Type of Clearance - IFR	Runway Status - SNOW - DRY
Visibility - 25.0 SM	Type Apch/Lndg - ILS-COMPLETE	
Lowest Sky/Clouds - UNK/NR		
Lowest Ceiling - 700 FT OBSCURED		
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1596
SE LAND, ME LAND	Months Since - 14	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 1358
		Instrument- 161
		Multi-Eng - 523
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Rotorcraft - 78

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE PERFORMED A LANDING WITH A LEFT QUARTERING TAIL WIND AT THE COMPLETION OF A FULL ILS. THE AIRPLANE DRIFTED OFF THE RIGHT SIDE OF THE LANDING RUNWAY AND THE LANDING GEAR COLLAPSED AS IT STRUCK THE SNOW ON THE SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1490

2/03/88

WHEELING,IL

A/C Reg. No. N421Q

Time (Lcl) - 1559 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TAILWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - SNOW COVERED

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

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

Finding(s)

6. LANDING GEAR,MAIN GEAR - OVERLOAD
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) 3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1487 2/06/88 COLUMBIA,IL A/C Reg. No. N5450Q Time (Lcl) - 1125 CST

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ST LOUIS,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 290/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 707
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 479
	Aircraft Type - UNK/NR	Instrument- 51
		Multi-Eng - 12
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 113

Instrument Rating(s) - NONE

-----Narrative-----

AIRPLANE DESCENDED BELOW THE TREE LINE AND STRUCK A WIRE WHILE DOING A POWER RECOVERY FROM A PRACTICE FORCED LANDING DEMONSTRATION DURING INSTRUCTIONAL FLIGHT. THE AIRCRAFT WAS ABLE TO REMAIN AIRBORNE AND WAS FLOWN BACK TO THE AIRPORT OF ORIGIN WHERE DAMAGE WAS DISCOVERED DURING A POST FLIGHT INSPECTION. CFII, WHO WAS FLYING THE AIRPLANE, STATED HE DID NOT SEE THE WIRES UNTIL JUST BEFORE IMPACT.

Brief of Accident (Continued)

File No. - 1487

2/06/88

COLUMBIA, IL

A/C Reg. No. N5450Q

Time (Lc1) - 1125 CST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. INATTENTIVE - PILOT IN COMMAND(CFI)
3. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
4. OBJECT - WIRE, TRANSMISSION
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
6. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND(CFI)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1481 4/21/88 ZEIGLER, IL A/C Reg. No. N9410U Time (Lcl) - 0845 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CARBONDALE, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 140/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - SOFT
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 304
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 100
		Last 30 Days- UNK/NR
		Instrument- 33
		Last 90 Days- 17
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON COMPLETION OF A PRACTICE EMERGENCY LANDING PROCEDURE DURING AN INSTRUCTIONAL FLIGHT, THE ENGINE STARTED TO RUN ROUGH AND THEN QUIT. THE INSTRUCTOR WAS ABLE TO REGAIN PARTIAL POWER, AND MADE FORCED LANDING IN FRESHLY PLOWED FIELD. THE AIRCRAFT NOSED OVER JUST BEFORE IT CAME TO A COMPLETE STOP. THE ENGINE WAS TEST RUN ON THE AIRFRAME, AND RAN VERY ROUGH. DIFFERENTIAL COMPRESSION CHECK WAS PERFORMED WITH LOW COMPRESSION ON CYLINDERS #2 AND #4. FURTHER INVESTIGATION REVEALED THAT THE #2 AND #4 EXHAUST VALVES WERE BINDING WHEN THE VALVES WERE APPROXIMATELY 0.25 INCHES FROM THE SEAT. THE VALVE STEMS WERE EXAMINED AND FOUND TO HAVE A CARBON-LIKE DEPOSIT SURROUNDING THE STEM FROM THE VALVE FACE TO THE AREA ON THE STEM WHERE IT ENTERS THE VALVE GUIDE.

Brief of Accident (Continued)

File No. - 1481

4/21/88

ZEIGLER,IL

A/C Reg. No. N9410U

Time (Lcl) - 0845 CDT

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

Phase of Operation DESCENT - NORMAL

Finding(s)

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

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

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1522 7/20/88 CHICAGO, IL A/C Reg. No. N8069S Time (Lcl) - 0225 CDT

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

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

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

Make/Model - PIPER PA-32R-301T	Eng Make/Model - LYCOMING TIO-540-S1AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 360/008 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 4500 FT SCATTERED Lowest Ceiling - 12000 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point PLAINFIELD, IL Destination UTICA, NY ATC/Airspace Type of Flight Plan - IFR Type of Clearance - VFR Type Apch/Lndg - FULL STOP FORCED LANDING	Airport Proximity ON AIRPORT Airport Data MIDWAY Runway Ident - 31R Runway Lth/Wid - 5078/ 150 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 40 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - PA-34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 2200 Last 24 Hrs - 5 Make/Model- 1000 Last 30 Days- 20 Instrument- 316 Last 90 Days- 35 Multi-Eng - 200
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMBOUT AFTER TAKEOFF, THE PILOT EXPERIENCED AN ENGINE FIRE AND DIVERTED TO CHICAGO'S MIDWAY AIRPORT FOR AN EMERGENCY LANDING. THE PILOT EXECUTED EMERGENCY PROCEDURES, SHUT DOWN THE ENGINE, THE FUEL SUPPLY, AND ALL ELECTRICAL LOAD. WHEN THE PILOT KNEW HE HAD THE RUNWAY MADE, HE SELECTED THE GEAR DOWN POSITION WITH THE GEAR HANDLE, BUT ELECTED NOT TO VERIFY GEAR DOWN AND LOCKED FOR SAFETY REASONS. THE GEAR FAILED TO EXTEND; A GEAR UP LANDING ENSUED. IT WAS REPORTED THAT THE LANDING GEAR WOULD DROP WHEN THE GEAR HANDLE WAS ACTIVATED. POST-ACCIDENT EXAMINATION OF THE ENGINE COMPARTMENT REVEALED THAT THE FIRE WAS THE RESULT OF A LOOSE LINE FITTING ON A FUEL INJECTOR NOZZLE WHICH ALLOWED RAW FUEL TO SPRAY INTO THE COMPARTMENT; SPECIFICALLY, ONTO THE TURBO-CHARGER. THE AIRCRAFT WAS JACKED UP AND REMOVED FROM THE RUNWAY BEFORE AN INVESTIGATOR ARRIVED ON THE SCENE.

Brief of Accident (Continued)

File No. - 1522

7/20/88

CHICAGO, IL

A/C Reg. No. N8069S

Time (Lcl) - 0225 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM, LINE FITTING - LOOSE
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 FIRE

Phase of Operation CLIMB - TO CRUISE

Finding(s)

3. EXHAUST SYSTEM, TURBOCHARGER - FIRE
4. EMERGENCY PROCEDURE - PERFORMED -

Occurrence #3 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #4 GEAR NOT EXTENDED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. GEAR EXTENSION - NOT SELECTED - PILOT IN COMMAND
6. TERRAIN CONDITION - RUNWAY

-----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) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1521 7/31/88 ST. JACOB, IL A/C Reg. No. N9291T Time (Lcl) - 1015 CDT

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

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

-----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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	SHAHER METRO EAST AIRPORT
Wind Dir/Speed- 200/002 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FORCED LANDING	
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)
STUDENT	Current - N/A	Total - 49
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 49
		Last 30 Days- 9
		Instrument- 1
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMBOUT THE STUDENT PILOT FAILED TO ATTAIN SUFFICIENT ALTITUDE TO CLEAR THE POWER LINES LOCATED OFF OF THE DEPARTURE END OF THE RUNWAY. WHEN THE PILOT REALIZED THAT HE WOULD NOT BE ABLE TO CLEAR THE POWER LINES, HE ELECTED TO ATTEMPT TO FLY UNDER THEM. THE AIRCRAFT COLLIDED WITH A SECOND (LOWER) SET OF WIRES AND FELL TO THE GROUND. THE TEMPERATURE WAS 92 DEGREES F AT THE TIME OF THE ACC.

Brief of Accident (Continued)

File No. - 1521

7/31/88

ST. JACOB, IL

A/C Reg. No. N9291T

Time (Lcl) - 1015 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - TEMPERATURE EXTREMES
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 5. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
 6. OBJECT - WIRE, TRANSMISSION
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1506 8/15/88 CAHOKIA, IL A/C Reg. No. N19RE Time (Lcl) - 1030 CDT

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

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

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

Make/Model - BEECH C55	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ST. LOUIS DOWNTOWN-PARKS
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 30L
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5499/ 100
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 3361
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - AC690	Make/Model- 1050
		Instrument- 504
		Multi-Eng - 1261
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A MAINTENANCE TEST HOP AFTER ANNUAL INSPECTION, THE PILOT FAILED TO INSURE THAT THE LANDING GEAR WAS EXTENDED BEFORE TOUCHDOWN. THE PILOT STATED THAT THE GEAR HANDLE WAS PLACED IN THE GEAR DOWN POSITION, AND THAT NO GEAR WARNING HORN SOUNDED DURING THE GEAR UP LANDING. THE GEAR WAS EXAMINED AND CYCLED AFTER THE ACCIDENT, AND FOUND TO OPERATE NORMALLY IN ALL PHASES OF OPERATION. GEAR POSITION INDICATOR LIGHTS ALSO FUNCTIONED NORMALLY, HOWEVER THE GEAR WARNING HORN WAS UNRELIABLE. THE PILOT'S ATTENTION WAS DISTRACTED FROM PROCEDURES BY TRAFFIC AND THE PRESENCE OF THE MECHANIC/PILOT IN THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1506

8/15/88

CAHOKIA,IL

A/C Reg. No. N19RE

Time (Lc1) - 1030 CDT

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

Finding(s)

1. GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. DIVERTED ATTENTION - PILOT IN COMMAND
 4. LANDING GEAR,GEAR WARNING SYSTEM - UNRELIABLE
-

----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. - 1596 10/09/88 CARBONDALE, IL A/C Reg. No. N98395 Time (Lc1) - 0915 CDT

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

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

-----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	- 2407	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	SOUTHERN ILLINOIS AIRPORT
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 4.000 SM	Type of Flight Plan	- 36
Lowest Sky/Clouds	- N/A	Type of Clearance	- 5801/ 100
Lowest Ceiling	- 8000 FT OVERCAST	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- FOG		Runway Status
Precipitation	- NONE		- DRY
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)	
STUDENT	Current - N/A	Total	- 15
	Months Since - N/A	Make/Model	- 15
	Aircraft Type - N/A	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- 5
		Last 90 Days	- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT, WHILE ON THE TAKEOFF ROLL ON HIS FIRST SOLO FLIGHT, EXPERIENCED A LOSS OF DIRECTIONAL CONTROL WHICH HE FAILED TO CORRECT. THE AIRCRAFT SWERVED TO THE LEFT AND DEPARTED THE RUNWAY, STRIKING A VASI INSTALLATION BEFORE COMING TO A STOP. THE STUDENT PILOT DID NOT ATTEMPT TO ABORT THE TAKEOFF.

Brief of Accident (Continued)

File No. - 1596

10/09/88

CARBONDALE, IL

A/C Reg. No. N98395

Time (Lc1) - 0915 CDT

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

Finding(s)

1. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - APPROACH LIGHT/NAVAID

-----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. - 1600 10/19/88 PEKIN, IL

A/C Reg. No. N5711B

Time (Lcl) - 1830 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew 0
Pass 0

Fatal 0
 0

Injuries

Serious 0 Minor 0
 0 0

None 1
 3

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 10000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PEKIN
Runway Ident - 27
Runway Lth/Wid - 1500/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - B-747

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 14500 Last 24 Hrs - 2
Make/Model- 100 Last 30 Days- 6
Instrument- UNK/NR Last 90 Days- 115
Multi-Eng - 12400 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE ATTEMPTED TO MAKE A "WHEELS" LANDING IN THE CESSNA 182 (TRICYCLE GEAR), AND MADE A HARD LANDING ON THE TURF RUNWAY. THE PILOT ABORTED THE LANDING, REQUESTED EMERGENCY EQUIPMENT AND CIRCLED THE AIRPORT UNTIL THE EMERGENCY EQUIPMENT ARRIVED. PASSENGERS WERE BRIEFED ON THE LANDING AND EVACUATION PROCEDURES, AND EMERGENCY SHUTDOWN OF ELECTRICAL AND FUEL SYSTEMS WAS PERFORMED BEFORE TOUCHDOWN. THE PILOT STATED THAT HE HAD PREVIOUSLY OWNED A CESSNA 180 (CONVENTIONAL GEAR), AND HE BELIEVED THAT THERE WAS TRANSFERENCE OF HABITS INVOLVED IN THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 1600

10/19/88

PEKIN,IL

A/C Reg. No. N5711B

Time (Lcl) - 1830 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. HABIT INTERFERENCE - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - SEPARATION
5. ABORTED LANDING - PERFORMED -
6. EMERGENCY PROCEDURE - PERFORMED -

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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1402 11/14/88 LANE, IL

A/C Reg. No. N91411

Time (Lcl) - 1340 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - RYAN NAVION
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 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- 120/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 24000 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
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 69
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 19000
Make/Model- 52
Instrument- UNK/NR
Multi-Eng - 1400
Last 24 Hrs - 1
Last 30 Days- 12
Last 90 Days- 37
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AIRPLANE LANDED IN A PLOWED FIELD AFTER LOSING POWER DURING INITIAL CLIMB. THE FLIGHT PURPOSE WAS TO ACCOMPLISH A BIENNIAL FLIGHT REVIEW. THE LANDING GEAR FAILED AFTER DIGGING INTO THE SOFT DIRT OF THE PLOWED FIELD. DURING THE INVESTIGATION THE ACFT OWNER SAID THAT THE ACFT HAD NOT BEEN FLOWN FOR SEVERAL MONTHS AND THE FUEL ON BOARD HAD BEEN LOW FOR THE STATIC PERIOD. THE POWERPLANT HAD NO DISCREPANCIES EXCEPT WATER IN THE FUEL LINE AND THE CARBURETOR.

Brief of Accident (Continued)

File No. - 1402

11/14/88

LANE,IL

A/C Reg. No. N91411

Time (Lcl) - 1340 CST

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

Finding(s)

1. FLUID,FUEL - WATER
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE

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

Finding(s)

5. TERRAIN CONDITION - SOFT

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR - OVERLOAD

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

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

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. - 1483 2/14/88 FT. WAYNE, IN A/C Reg. No. N5499K Time (Lcl) - 0945 EST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	SMITH FIELD
Wind Dir/Speed- 140/010 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3110/ 100
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE	FULL STOP	
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 - 84
SE LAND	Months Since - 14	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 9
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

AIRPLANE NOSED OVER IN SOFT SNOW DURING A CROSSWIND LANDING ATTEMPT. THE PIC TRIED TO RECOVER FROM A LOSS OF DIRECTIONAL CONTROL BY ATTEMPTING TO ROLL OUT ON SNOW COVERED SOD AFTER HOPPING OVER A SNOWBANK THAT WAS NEXT TO THE RUNWAY LANDING SURFACE.

Brief of Accident (Continued)

File No. - 1483

2/14/88

FT. WAYNE, IN

A/C Reg. No. N5499K

Time (Lcl) - 0945 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - SNOW COVERED
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1482 3/26/88 INDIANAPOLIS,IN A/C Reg. No. N5044G Time (Lcl) - 1215 CST

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

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

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

Make/Model	- BELLANCA 8GCBC	Eng Make/Model	- LYCOMING O-360-C2E	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 260/014 KTS	INDIANAPOLIS TERRY	
Visibility	- 8.0 SM	Runway Ident	- 22
Lowest Sky/Clouds	- UNK/NR	Runway Lth/Wid	- 2700 -UNK/NR
Lowest Ceiling	- 3500 FT BROKEN	Runway Surface	- GRASS/TURF
Obstructions to Vision	- HAZE	Runway Status	- DRY
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,ATP	Current	- YES	Total - 21506
SE LAND,ME LAND	Months Since	- 20	Make/Model- 81
GLIDER	Aircraft Type	- UNK/NR	Instrument- UNK/NR
			Multi-Eng - 19233
			Last 24 Hrs - UNK/NR
			Last 30 Days- UNK/NR
			Last 90 Days- UNK/NR
			Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FIFTEEN MINUTES AFTER THE PILOT HAD TAKEN OFF ON A TOW PLANE OPERATION HE RETURNED TO THE LOCAL ARPT. AFTER LANDING HE TURNED DOWNWIND TO TAXI TO THE RAMP. THE WIND RAISED THE TAIL OF THE TAILWHEEL ACFT AND NOSED THE ACFT INVERTED. THE PILOT ESTIMATED THE WIND AT 18 KNOTS GUSTING TO 28.

Brief of Accident (Continued)

File No. - 1482

3/26/88

INDIANAPOLIS, IN

A/C Reg. No. N5044G

Time (Lcl) - 1215 CST

Occurrence #1 NOSE OVER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - TAILWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1403 8/06/88 PREU,IN A/C Reg. No. N5550G Time (Lcl) - 1900 EST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL		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	-DESCENT					

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

Make/Model	- CESSNA A188B	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	KOKOMO,IN		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- CALM		Runway Ident	- N/A
Visibility	- 5.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- DIRT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg		HIGH VEGETATION
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 43	Medical Certificate	- NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 8075
SE LAND,ME LAND,SE SEA	Months Since - 21	Make/Model	- 3550
	Aircraft Type - 11CC	Instrument	- 35
		Multi-Eng	- 45
		Last 24 Hrs	- 8
		Last 30 Days	- 54
		Last 90 Days	- 58

Instrument Rating(s) - NONE

-----Narrative-----

AERIAL APPLICATOR EXPERIENCED TOTAL FAILURE OF THROTTLE CABLE DURING APPLICATION SWATH RUN. AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE WHEN PILOT EXECUTED FORCED LANDING IN ADJACENT CROP FIELD. AIRCRAFT AND ENGINE HAD RECEIVED ANNUAL INSPECTION 125 HOURS PRIOR TO FAILURE. POST ACC INVEST REVEALED THAT THE THROTTLE CABLE BROKE, ALLOWING THE ENGINE TO GO TO IDLE RPM. ACCORDING TO THE PLT, THE ENG ORIGINALLY HAD A SPRING, SLEEVE, AND BRACKET ASSY TO PROVIDE POWER IN CASE OF A CABLE FAILURE. THESE ITEMS WERE SUBSEQUENTLY REMOVED FROM THE ENG BY PERSONS UNKNOWN.

Brief of Accident (Continued)

File No. - 1403

8/06/88

PREU,IN

A/C Reg. No. N5550G

Time (Lc1) - 1900 EST

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

Finding(s)

1. THROTTLE/POWER LEVER,CABLE - FAILURE,TOTAL
2. MAINTENANCE,MODIFICATION - IMPROPER - UNKNOWN

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1509

8/14/88

HOBART, IN

A/C Reg. No. N95472

Time (Lcl) - 1130 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

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

Make/Model - 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 - 140 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- 260/010 KTS

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

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HOBART SKY RANCH

Runway Ident - 18

Runway Lth/Wid - 3125/ 40

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 44

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	-	45	Last 24 Hrs -	1
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Make/Model-	45	Last 30 Days-	16
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Instrument-	1	Last 90 Days-	45
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SOLO INSTRUCTIONAL FLIGHT FOR THE PURPOSE OF PRACTICING CROSSWIND TAKEOFFS AND LANDINGS, THE STUDENT PILOT FAILED TO ADEQUATELY COMPENSATE FOR THE CROSSWIND AND EXPERIENCED A LOSS OF DIRECTIONAL CONTROL SHORTLY AFTER THE AIRCRAFT TOUCHED DOWN. THE STUDENT PILOT WAS UNABLE TO REGAIN CONTROL OF THE AIRCRAFT; THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY, AND THE RIGHT WING STRUCK A PINE TREE.

Brief of Accident (Continued)

File No. - 1509

8/14/88

HOBART,IN

A/C Reg. No. N95472

Time (Lcl) - 1130 CDT

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

Finding(s)

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

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

Finding(s)

5. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1529

8/21/88

ELKHART, IN

A/C Reg. No. N9234U

Time (Lcl) - 1130 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Crew
Pass

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

Make/Model - CESSNA 150M

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 050/006 KTS

Visibility - 8.0 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

DANVILLE, IL

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 41

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	35	Last 24 Hrs -	3
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Make/Model-	33	Last 30 Days-	6
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Instrument-	0	Last 90 Days-	35
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE ON THE SECOND LEG OF A SOLO STUDENT CROSS COUNTRY, THE AIRCRAFT EXPERIENCED A TOTAL LOSS OF ENGINE POWER DUE TO FUEL EXHAUSTION. THE STUDENT PILOT EXECUTED A FORCED LANDING IN A BEAN FIELD AND THE AIRCRAFT NOSED OVER DURING THE LANDING ROLL, SUSTAINING SUBSTANTIAL DAMAGE. POST-ACCIDENT INVESTIGATION REVEALED AN AMOUNT APPROXIMATELY EQUIVALENT TO THE UNUSEABLE FUEL FOR THE AIRCRAFT DRIPPING FROM THE FUEL TANKS AND ABOUT 1 CUP OF FUEL REMAINING IN THE SYSTEM.

Brief of Accident (Continued)

File No. - 1529

8/21/88

ELKHART, IN

A/C Reg. No. N9234U

Time (Lcl) - 1130 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1531 5/24/88 KANSAS CITY,KS A/C Reg. No. N7011L Time (Lcl) - 1230 CDT

-----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

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
1

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

Make/Model - CESSNA 310K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
ST. JOSEPH,MO
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

KANSAS CITY DOWNTOWN
Runway Ident - 01
Runway Lth/Wid - 7001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 350/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3800 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND

Age - 58

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 670 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-----

DURING A LNDG ROLL SUBSEQUENT TO LANDING, THE NOSE LANDING GEAR COLLAPSED. A POST-IMPACT INSPTN OF THE GEAR INDICATED THAT A BOLT (WHICH RETAINS THE RETRACT ARM TO THE BELLCRANK) HAD SHEARED. THE BOLT WAS ALSO DISCOVERED TO HAVE BEEN INSTALLED IN THE WRONG DIRECTION, NOT IN ACCORDANCE WITH THE MANUF'S MANUAL. GEAR RETRACTION TESTS DURING THE PREVIOUS ANNUAL INSPTN WERE IN NRML TOLERANCE.

Brief of Accident (Continued)

File No. - 1531

5/24/88

KANSAS CITY,KS

A/C Reg. No. N7011L

Time (Lcl) - 1230 CDT

Occurrence #1 NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL

2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

----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. - 1542 10/02/88 QUINTER,KS A/C Reg. No. N73051 Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 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
LEOTI,KS
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-140

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 240
Last 24 Hrs - 1
Make/Model - 30
Last 30 Days - 29
Instrument - 6
Last 90 Days - 30
Multi-Eng - 0
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS FLYING AT REDUCED POWER WITHOUT THE USE OF CARBURETOR HEAT. THE AIRCRAFT ENGINE BEGAN TO RUN ROUGH. THE PILOT ADDED CARBURETOR HEAT AND FULL THROTTLE WHICH RESULTED IN THE ENGINE BACKFIRING. THE PILOT ELECTED TO EXECUTE A PRECAUTIONARY LANDING. DURING THE LANDING ROLL THE AIRCRAFT STRUCK A FARM IMPLEMENT RESULTING IN LOSS OF DIRECTIONAL CONTROL. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE PRIVATE PILOT AND ONE PASSENGER ON BOARD WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 1542

10/02/88

QUINTER,KS

A/C Reg. No. N73051

Time (Lcl) - 1015 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. FUEL SYSTEM,CARBURETOR - ICE
 3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. PRECAUTIONARY LANDING - PERFORMED - 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) 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. - 1544	11/01/88	SUBLETTE,KS	A/C Reg. No. N5517X	Time (Lcl) - 1230 CST
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-----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	1
Accident Occurred During -MANEUVERING			0	0
			0	0

-----Aircraft Information-----

Make/Model - ROCKWELL S2R	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WATSON,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 240/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9000
SE LAND	Months Since - 19	Make/Model- 4000
	Aircraft Type - C-182	Instrument- 50
		Last 24 Hrs - 3
		Last 30 Days- 20
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CONDUCTING AN AERIAL APPLICATION OPERATION, THE AIRCRAFT STRUCK SOME CROSS-COUNTRY POWER LINES. THE ACFT NOSED DOWN AND STRUCK THE TERRAIN, CAUSING SUBSTANTIAL DAMAGE TO THE ACFT AND SERIOUS INJURIES TO THE PILOT. THE PILOT WAS UNABLE TO RECALL THE EVENTS IMMEDIATELY BEFORE STRIKING THE POWER LINES.

Brief of Accident (Continued)

File No. - 1544

11/01/88

SUBLETTE,KS

A/C Reg. No. N5517X

Time (Lcl) - 1230 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1455

12/03/88

GARNETT,KS

A/C Reg. No. N5851B

Time (Lcl) - 1645 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 105
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC
Wind Dir/Speed- 360/013 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

GARNETT
Runway Ident - 01
Runway Lth/Wid - 2400/ 45
Runway Surface - DIRT
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 193
Make/Model- 56
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- 10
Last 90 Days- 16
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

HAVING JUST MADE A PARACHUTIST'S DROP, DURING A SKY DIVING OPERATION, THE PRIVATE PILOT SPIRALED DOWN FROM ALTITUDE TO LAND, BUT HAD TO EXTEND HIS PATTERN TO ALLOW A DEPARTING ACFT TO LEAVE. DURING A LONG FINAL APPROACH, THE ENGINE FAILED AND AN EMERGENCY LANDING WAS ATTEMPTED IN A SOFT PLOWED FARM FIELD. THE ACFT, ON LANDING, DUG IN IT'S NOSE WHEEL AND TURNED OVER. NO MECHANICAL OR FUEL IRREGULARITIES WERE DISCOVERED DURING THE POST ACCIDENT INVESTIGATION AND METEOROLOGICAL CONDITIONS WERE FAVORABLE FOR CARBURETOR ICING ACCORDING TO THE "ICING PROBABILITY CHARTS".

Brief of Accident (Continued)

File No. - 1455

12/03/88

GARNETT,KS

A/C Reg. No. N5851B

Time (Lcl) - 1645 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. DESCENT - IMPROPER - PILOT IN COMMAND
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
7. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

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. - 1452 12/19/88 ELKHART,KS A/C Reg. No. N18434 Time (Lcl) - 1740 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

3

-----Aircraft Information-----

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 190/035 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- DUST
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WICHITA,KS
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ELKHART
Runway Ident - 17
Runway Lth/Wid - 4900/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 2273
Make/Model- 719
Instrument- 196
Multi-Eng - 1378
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO LAND IN STRONG CROSSWIND CONDITIONS, THE PLT LOST DIRECTIONAL CONTROL. THE ACFT VEERED OFF THE RUNWAY AND WAS SUBSTANTIALLY DAMAGED. THE WINDS WERE GUSTING OVER 40 KNOTS, WITH OCCASIONAL GUSTS OF 60 KNOTS.

Brief of Accident (Continued)

File No. - 1452

12/19/88

ELKHART,KS

A/C Reg. No. N18434

Time (Lc1) - 1740 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE -
 5. GROUND LOOP/SWERVE - UNCONTROLLED -
 6. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1472

12/22/88

LAWRENCE,KS

A/C Reg. No. N7159M

Time (Lcl) - 0830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - CESSNA 175
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL GO-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 - FSS
Method - TELEPHONE
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 140/004 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

HUNTINGBURG,IN

Airport Proximity

ON AIRPORT

Airport Data

LAWRENCE

Runway Ident - 14

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - C-175

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 142

Make/Model- 72

Instrument- 8

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- 6

Last 90 Days- 11

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT SHORTLY AFTER TAKEOFF, THE ENGINE BEGAN TO MISFIRE AND LOSE POWER. HE ELECTED TO ABORT THE TAKEOFF, BUT WAS UNABLE TO STOP ON THE REMAINING PORTION OF THE RUNWAY. HE RAN OFF THE END, INTO A FARM FIELD, WHERE THE ACFT NOSED DOWN AND WAS SUBSTANTIALLY DAMAGED. THE PLT SAID HE MADE AN INTERSECTION TAKEOFF WHICH GAVE HIM ABOUT 3000 FEET USEABLE RUNWAY INSTEAD OF THE FULL LENGTH OF 5000 FEET. INVESTIGATION REVEALED BOTH SPARK PLUGS ON NO. 3 CYLINDER TO BE MALFUNCTIONING. ONE WAS COMPLETELY DEAD AND THE OTHER FIRED INTERMITTENTLY.

Brief of Accident (Continued)

File No. - 1472

12/22/88

LAWRENCE,KS

A/C Reg. No. N7159M

Time (Lcl) - 0830 CST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - FOULED
 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
-

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1410 2/11/88 LAPLACE, LA A/C Reg. No. N4882S Time (Lc1) - 1942 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
IN FLIGHT

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR

Basic Weather - VMC
Wind Dir/Speed- 340/014 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ADDISON, TX
Destination
NEW ORLEANS, LA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TRAFFIC ADVISORY
Type Apch/Lndg - FULL STOP
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NEW ORLEANS INTL.
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 - 28
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 100 Last 24 Hrs - 6
Make/Model- 13 Last 30 Days- 6
Instrument- 1 Last 90 Days- 13
Multi-Eng - 0 Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS IN LEVEL CRZ FLT AT NIGHT WHEN HE OBSERVED SPARKS AND FLAME COMING FROM THE ENG COWLING. SHORTLY THEREAFTER, THE ENG BEGAN RUNNING ROUGH AND THEN SEIZED. AFTER DECLARING AN EMERGENCY AND BEING CLEARED STRAIGHT IN TO A RUNWAY ABOUT 28 MILES AWAY, THE PLT DECIDED THAT HE COULD NOT MAKE THE RWY AND EXECUTED AN EMERG LNDG ON AN UNLIGHTED STRETCH OF INTERSTATE HWY. DRNG THE LNDG ROLL, THE RT WING STRUCK A GUARD RAIL AND THE ACFT VEERED RT, COLLAPSING THE MLG. INVESTIGATION REVEALED THAT THE NO. 3 CYL HAD SEPARATED INTO 2 PIECES AS A RESULT OF A FATIGUE CRACK THAT HAD INITIATED AT THE INNER DIAMETER OF THE CYL. THE CAUSE OF THE FATIGUE INITIATION COULD NOT BE DETERMINED. EVIDENCE INDICATED THAT THE CYL FATIGUE CRACK HAD BEEN THERE FOR SOME TIME, MORE THAN THE 26 HRS THAT HAD ELAPSED SINCE THE LAST 100 HR INSP.

Brief of Accident (Continued)

File No. - 1410

2/11/88

LAPLACE, LA

A/C Reg. No. N4882S

Time (Lcl) - 1942 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. POWERPLANT - SEIZED
2. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
3. MAINTENANCE, 100 HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
4. ENGINE ASSEMBLY, CYLINDER - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. LIGHT CONDITION - DARK NIGHT

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - WALL/BARRICADE

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD
8. GROUND LOOP/SWERVE

-----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. - 1471

2/02/88

PROVINCETOWN,MA

A/C Reg. No. N29PB

Time (Lcl) - 1008 EST

-----Basic Information-----

Type Operating Certificate-COMMUTER

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 402C

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6350

No. of Seats - 10

Eng Make/Model - CONTINENTAL TS10-520

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 220/014 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 100 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HYANNIS,MA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

Airport Proximity

ON AIRSTRIP

Airport Data

PROVINCETOWN MUNI

Runway Ident - 07

Runway Lth/Wid - 3498/ 100

Runway Surface - ASPHALT

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

ME LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3651

Make/Model- 150

Instrument- UNK/NR

Multi-Eng - 1251

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 150

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA 402C WAS BEING POSITIONED FOR A SCHEDULED COMMUTER FLIGHT WITH ONLY A PILOT ON BOARD. THE PILOT MADE AN ILS APPROACH TO RUNWAY 7 WITH WINDS FROM 220 DEGREES AT 14 KNOTS, THE RUNWAY WET AND LIGHT RAIN FALLING. THE AIRCRAFT SLID OFF THE END OF THE 3498 FT LONG RUNWAY RECEIVING SUBSTANTIAL DAMAGE WHEN THE RIGHT MAIN LANDING GEAR STRUCK A CEMENT BLOCK. THE FAA REPORTED THAT BOTH MAIN WHEELS SHOWED SIGNS OF REVERTED RUBBER HYDROPLANING.

Brief of Accident (Continued)

File No. - 1471

2/02/88

PROVINCETOWN, MA

A/C Reg. No. N29PB

Time (Lc1) - 1008 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION -

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1492 2/28/88 PLYMOUTH, MA A/C Reg. No. N5435P Time (Lcl) - 1535 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	3	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1A5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 250 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 - 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;">MIDDLEBURY, VT</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 40px;">FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">PLYMOUTH MUNICIPAL</p> <p>Runway Ident - 06</p> <p>Runway Lth/Wid - 3500/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 3</p> <p style="padding-left: 20px;">Aircraft Type - PA-24</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 403</td> <td>Last 24 Hrs</td> <td>- 5</td> </tr> <tr> <td>Make/Model</td> <td>- 403</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 25</td> <td>Last 90 Days</td> <td>- 32</td> </tr> </table>	Total	- 403	Last 24 Hrs	- 5	Make/Model	- 403	Last 30 Days	- UNK/NR	Instrument	- 25	Last 90 Days	- 32
Total	- 403	Last 24 Hrs	- 5											
Make/Model	- 403	Last 30 Days	- UNK/NR											
Instrument	- 25	Last 90 Days	- 32											

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE PA-24 SAID EVERYTHING WAS NORMAL UNTIL HE SWITCHED FUEL TANKS AND TURNED ON THE BOOST PUMP. HE SAID A POWER LOSS FOLLOWED. HE WAS UNABLE TO GET THE ENGINE RESTARTED PRIOR TO MAKING AN OFF AIRPORT LANDING. A WITNESS IN THE AIRCRAFT SAID THE LEFT FUEL GAGE SHOWED EMPTY AND THE RIGHT SHOWED 15 GALLONS. POST ACCIDENT EXAMINATION OF THE AIRCRAFT SHOWED NO FUEL IN THE LEFT TANK AND APPROXIMATELY 16 GALLONS IN THE RIGHT TANK. NO PROBLEMS WERE FOUND WITH THE FUEL SYSTEM, TANK SELECTOR VALVE OR ENGINE.

Brief of Accident (Continued)

File No. - 1492

2/28/88

PLYMOUTH, MA

A/C Reg. No. N5435P

Time (Lc1) - 1535 EST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation 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. - 1549

3/01/88

SOUTHBRIDGE, MA

A/C Reg. No. N75762

Time (Lcl) - 1310 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2300

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/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- 290/015 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

SOUTHBRIDGE

Runway Ident - 02

Runway Lth/Wid - 3500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 859

Make/Model- 859

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF FROM SOUTHBRIDGE AIRPORT, THE AIRCRAFT ENCOUNTERED A CROSSWIND. THE AIRCRAFT STARTED DRIFTING TO THE RIGHT EVEN THOUGH FULL LEFT AILERON AND FULL POWER WERE BEING APPLIED. THE PILOT CUT THE POWER TO ABORT THE TAKEOFF, AND THE AIRCRAFT IMPACTED A SNOWBANK.

Brief of Accident (Continued)

File No. - 1549

3/01/88

SOUTHBRIDGE, MA

A/C Reg. No. N75762

Time (Lcl) - 1310 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

4. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1548

1/10/88

PONTIAC, MI

A/C Reg. No. N800AW

Time (Lcl) - 1017 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
2	0	0	0
1	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - FAIRCHILD SA226T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 8

Eng Make/Model - GARRETT TPE-331-100
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 840 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 250/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PONTIAC, MI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

OAKLAND PONTIAC
Runway Ident - 27L
Runway Lth/Wid - 6200/ 150
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI
SE LAND, ME LAND

Age - 54

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 22000	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-----

ACFT WAS SCHEDULED FOR AN INSTRUCTIONAL FLT. DURING THE WX BRIEFING, THE CFI TOLD THE FSS SPECIALIST THAT THE FLT WOULD INCLUDE ENG-OUT PRACTICE. WITNESS STATEMENTS INDICATE THAT THE ACFT ROLLED SHARPLY TO THE RT AND NOSED DOWN AFTER ATTAINING ABOUT 100 FT OF ALT DURING THE CLIMB AFTER TAKEOFF. THE ACFT STRUCK THE GROUND LEFT PROP AND LEFT WING TIP FIRST, IN AN INVERTED FLT ATTITUDE. DURING THE POST ACCIDENT INVESTIGATION, THE RT ENG PWR LEVER WAS SUBJECTED TO LAB EXAM AND IT WAS FOUND THAT THE LOWER AFT PART OF THE LIFT GATE DETENT WAS WORN. THIS CREATED A RAMPING EFFECT BETWEEN THE ROUNDED EDGE OF THE LIFT GATE AND THE FLT IDLE STOP. A WORN LIFT GATE DETENT WOULD ALLOW THE POWER LEVER TO INADVERTENTLY BE MOVED INTO THE BETA RANGE, CAUSING ASYMMETRICAL DRAG AND DEGRADED AIRPLANE PERFORMANCE, PARTICULARLY IN CRITICAL PHASES OF FLIGHT.

Brief of Accident (Continued)

File No. - 1548

1/10/88

PONTIAC, MI

A/C Reg. No. N800AW

Time (Lc1) - 1017 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. 1 ENGINE -
 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 3. THROTTLE/POWER LEVER - WORN
 4. PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - DEPLOYED INADVERTENTLY
-

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) 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. - 1463

1/16/88

JENISON, MI

A/C Reg. No. N62877

Time (Lcl) - 1445 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

RIVERVIEW
Runway Ident - 14
Runway Lth/Wid - 3860/ 46
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 78	Last 24 Hrs	- UNK/NR
Make/Model-	14	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	4
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE LOW TOTAL TIME PILOT TOOK OFF IN CROSSWIND CONDITIONS FOR A PROFICIENCY FLIGHT AND DURING A GO AROUND LOST DIRECTIONAL CONTROL AND STRUCK A SNOW BANK ALONG THE DOWNWIND SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1463

1/16/88

JENISON, MI

A/C Reg. No. N62877

Time (Lcl) - 1445 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation GO-AROUND (VFR)

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1557 2/11/88 BRIGHTON, MI A/C Reg. No. N8863U Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172F	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	NEW HUDSON, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BRIGHTON FIELD
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 04
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2660/ 24
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 119
SE LAND	Months Since - 35	Make/Model- 57
	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-----

AIRPLANE SUSTAINED SUBSTANTIAL DAMAGE WHEN IT RAN OFF THE END OF THE RUNWAY AND COLLAPSED THE NOSE GEAR. PILOT STATED THAT HE MISJUDGED THE RUNWAY LENGTH AND STOPPING ABILITY ON THE SNOW AND ICE COVERED SURFACE.

Brief of Accident (Continued)

File No. - 1557

2/11/88

BRIGHTON,MI

A/C Reg. No. N8863U

Time (Lc1) - 1530 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ICY
2. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 1520 7/31/88 FLINT, MI

A/C Reg. No. N2539G

Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

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 - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 040/005 KTS
Visibility - 14.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 15000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MASON, MI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BISHOP INTERNATIONAL
Runway Ident - 36
Runway Lth/Wid - 7848/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 20

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 44	Last 24 Hrs	- UNK/NR
Make/Model-	29	Last 30 Days-	15
Instrument-	16	Last 90 Days-	26

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SOLO INSTRUCTIONAL FLIGHT FOR THE PURPOSE OF PRACTICING TAKEOFFS AND LANDINGS, THE STUDENT PILOT EXECUTED A HARD LANDING. THE AIRCRAFT BOUNCED; WHEN IT TOUCHED DOWN AGAIN, THE NOSE GEAR COLLAPSED AND THE AIRCRAFT SKIDDED TO A STOP ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 1520

7/31/88

FLINT, MI

A/C Reg. No. N2539G

Time (Lcl) - 1400 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - INADEQUATE - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1519

7/31/88

BELLEVILLE, MI

A/C Reg. No. N69120

Time (Lcl) - 1150 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 070/004 KTS

Visibility - 12.0 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

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

WILLOW RUN

Runway Ident - 05R

Runway Lth/Wid - 7526/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 29

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 38 Last 24 Hrs - UNK/NR

Make/Model- 38 Last 30 Days- 2

Instrument- 0 Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SOLO INSTRUCTIONAL FLIGHT FOR THE PURPOSE OF PRACTICING TOUCH AND GOS, THE STUDENT PILOT EXPERIENCED A LOSS OF CONTROL WHEN THE AIRCRAFT BOUNCED AFTER A HARD LANDING. THE PILOT FAILED TO PERFORM REMEDIAL ACTION AS THE AIRCRAFT CONTINUED TO PORPOISE DOWN THE RUNWAY, EVENTUALLY COLLAPSING THE NOSE GEAR AND SKIDDING TO A STOP. THE FLIGHT WAS THE STUDENT'S THIRD SOLO FLIGHT.

Brief of Accident (Continued)

File No. - 1519

7/31/88

BELLEVILLE, MI

A/C Reg. No. N69120

Time (Lc1) - 1150 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - POOR - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1515

8/01/88

CHEBOYGAN, MI

A/C Reg. No. N4982Z

Time (Lcl) - 1915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	1	0	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 - PIPER PA-22-108

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1650

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 108 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 040/003 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CHEBOYGAN CITY

Runway Ident - 09

Runway Lth/Wid - 3500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 135 Last 24 Hrs - UNK/NR

Make/Model- 43 Last 30 Days- 3

Instrument- 1 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER DEPARTURE, WHEN THE AIRCRAFT WAS APPROXIMATELY 30' IN THE AIR, THE AIRCRAFT'S RIGHT WING "DROPPED HARD". THE PILOT ATTEMPTED REMEDIAL ACTION, BUT WAS UNABLE TO REGAIN CONTROL OF THE AIRCRAFT BEFORE THE RIGHT WING TIP STRUCK THE GROUND. THE AIRCRAFT SKIDDED TO A STOP OFF THE RIGHT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1515

8/01/88

CHEBOYGAN, MI

A/C Reg. No. N4982Z

Time (Lcl) - 1915 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1513 8/04/88 ST. CHARLES, MI A/C Reg. No. N97797 Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	1

-----Aircraft Information-----

Make/Model - STINSON 108-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2230
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-150-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/009 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PRIVATE AIRSTRIP
Runway Ident - 18
Runway Lth/Wid - 2650/ 75
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 64
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 450
Make/Model- 18
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 0
Last 30 Days- 8
Last 90 Days- 30
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FAILED TO ATTAIN SUFFICIENT ALTITUDE TO CLEAR OBSTACLES DURING THE INITIAL CLIMB-OUT AND THE AIRCRAFT COLLIDED WITH TREES LOCATED OFF THE DEPARTURE END OF THE PRIVATE GRASS STRIP. THE AIRCRAFT FELL TO THE GROUND, WHERE IT CAUGHT FIRE AND WAS DESTROYED. THE TEMPERATURE REPORTED BY THE OBSERVATION FACILITY AT SAGINAW, MICHIGAN (APPROXIMATELY 15 NM NORTHEAST OF THE ACCIDENT SITE) AT ABOUT THE TIME OF THE ACCIDENT WAS 96 DEGREES. THE PILOT STATED THAT THE ACCIDENT MAY HAVE BEEN PREVENTED BY WAITING UNTIL IT COOLED DOWN BEFORE DEPARTING.

Brief of Accident (Continued)

File No. - 1513

8/04/88

ST. CHARLES, MI

A/C Reg. No. N97797

Time (Lc1) - 1430 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
 2. WEATHER CONDITION - TEMPERATURE EXTREMES
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
-

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. - 1526 8/27/88 ALMA, MI

A/C Reg. No. N9673R

Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
NONE	Pass	0	0	2	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BEECH B-95
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4100
No. of Seats - 5

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRAND RAPIDS, MI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

ALMA GRATIOT COMMUNITY
Runway Ident - 27
Runway Lth/Wid - 5000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 334
Make/Model- 225
Instrument- 3
Multi-Eng - 225
Last 24 Hrs - 1
Last 30 Days- 7
Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

DURING APPROACH TO LANDING THE PILOT ENTERED A STEEP (45 DEGREE BANK) LEFT TURN FROM BASE TO FINAL. THE PILOT STATED THAT HE DID NOT REALIZE IT AT THE TIME, BUT THIS ACTION UNPORTED THE FUEL LINE TO THE LEFT ENGINE, CAUSING THE ENGINE TO FAIL DUE TO FUEL STARVATION. WHEN THE PILOT DECIDED THAT HE WAS TOO LOW ON FINAL APPROACH, HE ELECTED TO GO-AROUND AND ADDED POWER. AT THIS TIME HE BECAME AWARE OF THE FAILURE OF THE LEFT ENGINE, AND RETARDED THE THROTTLES FOR AN EMERGENCY LANDING SHORT OF THE RUNWAY. THE PILOT WAS UNABLE TO CONTROL THE AIRCRAFT AND DRAGGED THE LEFT WING TIP AND LEFT MAIN LANDING GEAR ACROSS THE GROUND BEFORE COMING TO AN ABRUPT STOP. THE AIRCRAFT FLIGHT MANUAL WARNED AGAINST STEEP BANK TURNS/SLIPS/LANDINGS/TAKEOFFS WHEN THE FUEL TANKS CONTAIN 17 GALLONS OR LESS PER TANK. THE PILOT STATED THAT HE BELIEVED THE AIRCRAFT FUEL TANKS CONTAINED 17-18 GALLONS EACH AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1526

8/27/88

ALMA, MI

A/C Reg. No. N9673R

Time (Lcl) - 1330 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. 1 ENGINE -
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. INATTENTIVE - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. FLUID, FUEL - STARVATION

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
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) 2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1495 1/15/88 RED LAKE FALLS, MN A/C Reg. No. N8122U Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

3

Minor

0

0

None

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-C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 150/007 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RED LAKE FALLS, MN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 270
Make/Model- 73
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-----

THE AIRCRAFT STRUCK THE GROUND, RIGHT WING LOW, WHILE THE PILOT WAS MANEUVERING AT A LOW ALTITUDE CRUISE. THE PILOT REPORTED THE YOKE MOVED LIKE IT WAS UNHOOKED. POST ACCIDENT INSPECTION OF THE FLIGHT CONTROL SYSTEM DETERMINED THERE WAS FLIGHT CONTROL SYSTEM CONTINUITY AND ALL CONTROLS WERE HOOKED UP.

Brief of Accident (Continued)

File No. - 1495

1/15/88

RED LAKE FALLS, MN

A/C Reg. No. N8122U

Time (Lcl) - 1700 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 1491

1/18/88

ST PAUL, MN

A/C Reg. No. N4479W

Time (Lcl) - 1113 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-LANDING	0	0	0	0

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH A36

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3650

No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-BA

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 285 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - 1.500 SM

Lowest Sky/Clouds - 400 FT

Lowest Ceiling - 400 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HANLEY, MN

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

ST PAUL DOWNTOWN

Runway Ident - 32

Runway Lth/Wid - 6550/ 150

Runway Surface - ASPHALT

Runway Status - SNOW - CRUSTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA

Age - 24

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 - 1006 Last 24 Hrs - 6

Make/Model- 51 Last 30 Days- UNK/NR

Instrument- 107 Last 90 Days- 173

Multi-Eng - 212

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARR, THE FLT WAS VECTORED FOR A LOC RWY 32 APCH. AS THE ACFT DSCNDD FM 3400' TO 2500' MSL (TO THE FNL APCH ALT), IT ENTERED CLDS & ENCTRD UNFORECAST ICING CONDS. WHILE PROVIDING VECTORS, THE MINNEAPOLIS APCH CTLR NOTICED THE ACFT WAS NOT TRACKING ON THE EXPECTED COURSE & ADZD THE PLT TO CHECK HIS DG (DRCTNL GYRO) & COMPASS. AFTER THE FLT WAS CLRD FOR THE APCH, THE CTLR NOTED THE ACFT WAS TRACKING PARALLEL TO THE RGT OF THE LOC. THE FLT WAS REVECTORED FOR THE APCH & WAS ALIGNED WITH THE LOC ON THE 2ND ATMT. THE PLT WAS REMINDED AGAIN THAT THE ACFT WAS NOT TRACKING ON THE ASSIGNED HDG. THE PLT STATED HE ADZD THE CTLR THAT THE ACFT WAS "PICKING UP A LOT OF ICE" & THAT HE REQUESTED NO DELAYS, BUT THERE WAS NO REPLY. HOWEVER, THE TRANSCRIPT DID NOT CONTAIN THE PLT'S ICING ADZY. WHILE APCHG TO LAND, THE ACFT LOST AIRSPEED & ALT. THE PLT INITIATED CORRECTIVE ACTION, BUT THE ACFT LNDD HARD & THE NOSE GEAR COLLAPSED. THE FSS BRIEFER RPRTD THERE WAS NO FORECAST FOR ICING CONDS IN INFO HE USED FOR BRIEFING. ICE WAS FND ON THE LEADING EDGES OF THE WINGS.

Brief of Accident (Continued)

File No. - 1491

1/18/88

ST PAUL, MN

A/C Reg. No. N4479W

Time (Lcl) - 1113 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - ICING CONDITIONS
3. WEATHER FORECAST - INACCURATE - NWS PERSONNEL
4. WING - ICE

Occurrence #2 HARD LANDING
Phase of Operation LANDING

Finding(s)

5. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - ERRATIC
6. DIVERTED ATTENTION - PILOT IN COMMAND
7. AIRSPEED - INADEQUATE - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

8. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,7

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1598 2/25/88 MINNEAPOLIS, MN A/C Reg. No. N2359K Time (Lcl) - 1440 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ANOKA COUNTY
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3202/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 49
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 49
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT STATED THAT AIRPLANE WENT OFF RUNWAY AT 50 KIAS AFTER LOSING CONTROL DURING LANDING ROLLOUT.
AIRPLANE SUSTAINED SUBSTANTIAL DAMAGED WHEN NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1598

2/25/88

MINNEAPOLIS, MN

A/C Reg. No. N2359K

Time (Lc1) - 1440 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT
3. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1512

8/15/88

EDEN PRAIRIE, MN

A/C Reg. No. N94954

Time (Lcl) - 1411 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 108 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/011 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

REDWOOD FALLS, MN

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

FLYING CLOUD

Runway Ident - 09L

Runway Lth/Wid - 3299/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 23

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 47	Last 24 Hrs - 4
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Make/Model - 47	Last 30 Days - 17
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Instrument - 0	Last 90 Days - 36
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Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING THE AIRCRAFT BOUNCED RESULTING IN A PORPOISE. THE NOSE GEAR COLLAPSED RENDERING SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1512

8/15/88

EDEN PRAIRIE, MN

A/C Reg. No. N94954

Time (Lcl) - 1411 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. PORPOISE - NOT CORRECTED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. LANDING GEAR, NOSE GEAR - COLLAPSED
5. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1528 8/27/88 BURNSVILLE, MN A/C Reg. No. N5561G Time (Lcl) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 150J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/014 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKEVILLE, MN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 565 Last 24 Hrs - 2
Make/Model- 28 Last 30 Days- 20
Instrument- 94 Last 90 Days- 52
Multi-Eng - 260

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL PLEASURE/AERIAL PHOTOGRAPHY FLIGHT, THE PILOT FAILED TO HANDLE THE AIRCRAFT PROPERLY. SUBSEQUENTLY THE PILOT WAS UNABLE TO MAINTAIN SUFFICIENT AIRSPEED AND/OR ALTITUDE TO REMAIN CLEAR OF OBSTACLES. THE AIRCRAFT WAS CONFIGURED FOR SLOW FLIGHT AS THE PILOT AND PASSENGER FLEW BY THE PASSENGER'S HOUSE FOR PHOTOS: FULL FLAPS EXTENDED, REDUCED POWER SETTINGS, AND CARBURETOR HEAT "OFF". AFTER THE SECOND FLY-BY, THE PILOT ADDED FULL POWER AND ATTEMPTED TO RESUME NORMAL CRUISE CONFIGURATION, BUT WAS UNABLE TO ADEQUATELY CONTROL THE AIRCRAFT. THE AIRCRAFT CONTINUED TO SETTLE/"MUŠH" TO THE GROUND, COLLIDING WITH A TREE AS IT DESCENDED, THEN IMPACTING THE GROUND IN A RESIDENTIAL AREA.

Brief of Accident (Continued)

File No. - 1528

8/27/88

BURNSVILLE,MN

A/C Reg. No. N5561G

Time (Lcl) - 1230 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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. - 1404 9/14/88 CLEARBROOK, MN A/C Reg. No. N4915Q Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 250/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2500
SE LAND	Months Since - 4	Make/Model- 1000
	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-----

ON INITIAL CLIMB THE RIGHT COWLING DOOR CAME OPEN. THE PILOT WAS UNABLE TO MAINTAIN A CLIMB AND ELECTED TO MAKE AN EMERGENCY LANDING IN A HAY FIELD. THE AIRCRAFT ENCOUNTERED UNSUITABLE TERRAIN AND RECEIVED SUBSTANTIAL DAMAGE. POST ACCIDENT INSPECTION OF THE COWLING LATCHING MECHANISM REVEALED NO ANOMALIES. THE PILOT STATED THAT HE DID NOT CHECK THE COWLING DOOR FOR SECURITY PRIOR TO TAKEOFF.

Brief of Accident (Continued)

File No. - 1404

9/14/88

CLEARBROOK,MN

A/C Reg. No. N4915Q

Time (Lc1) - 0900 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. COOLING SYSTEM,COWLING - NOT SECURED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1449 11/20/88 LINO LAKES, MN A/C Reg. No. N12MZ Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0	0
Accident Occurred During - LANDING							

-----Aircraft Information-----

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
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	CIRCLE PINES, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SURFSIDE
Wind Dir/Speed- 310/012 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900/ 125
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2500
SE LAND, SE SEA	Months Since - 4	Make/Model- 1500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 20
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF AND CLIMBING TO ABOUT 150 AGL, THE PILOT SAID THE ENGINE BEGAN SPUTTERING AND LOSING POWER. ATTEMPTS TO CORRECT THE SITUATION BY PUMPING THE THROTTLE AND WORKING THE ENGINE PRIMER FAILED TO CORRECT THE SITUATION, AND SHORTLY THEREAFTER THE ENGINE LOST ALL POWER. AN EMERGENCY LDG WAS ATTEMPTED IN A SOFT FIELD RESULTING IN A NOSE OVER AND SUBSTANTIAL DAMAGE TO THE ACFT. POST ACCIDENT INVESTIGATION REVEALED NO MALFUNCTION OR FAILURE OF THE ENGINE COMPONENTS, NOR ANY FUEL SHORTAGE OR CONTAMINATION. METEOROLOGICAL CONDITIONS WERE CONDUCIVE FOR THE PROBABILITY OF CARBURETOR ICING ACCORDING TO THE "ICING PROBABILITY CHARTS".

Brief of Accident (Continued)

File No. - 1449

11/20/88

LINO LAKES,MN

A/C Reg. No. N12MZ

Time (Lcl) - 1600 CST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
 3. FUEL SYSTEM,CARBURETOR - ICE
-

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 NOSE OVER
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1446 12/02/88 LITTLE FALLS, MN A/C Reg. No. N65642 Time (Lcl) - 1100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
			0	0	1
			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MINNEAPOLIS, MN</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 - TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>LITTLE FALLS</p> <p>Runway Ident - 12</p> <p>Runway Lth/Wid - 4000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - COMPACTED</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 57</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 52</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>52</td> <td>Last 30 Days-</td> <td>6</td> </tr> <tr> <td>Instrument-</td> <td>1</td> <td>Last 90 Days-</td> <td>30</td> </tr> <tr> <td>Multi-Eng</td> <td>- UNK/NR</td> <td>Rotorcraft</td> <td>- UNK/NR</td> </tr> </table>	Total	- 52	Last 24 Hrs	- 1	Make/Model-	52	Last 30 Days-	6	Instrument-	1	Last 90 Days-	30	Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR
Total	- 52	Last 24 Hrs	- 1															
Make/Model-	52	Last 30 Days-	6															
Instrument-	1	Last 90 Days-	30															
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR															

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING A TOUCH AND GO LDG DURING A STUDENT SOLO CROSS COUNTRY FLT, DIRECTIONAL CONTROL WAS LOST DURING THE TAKEOFF PHASE ON THE SNOW PACKED RUNWAY. THE STUDENT PILOT SAID HE HAD NEVER LANDED AND TAKEN OFF UNDER THOSE RUNWAY CONDITIONS. THE ACFT SWERVED TO THE LEFT, COLLIDED WITH A SNOW BANK AND FLIPPED INVERTED, SUBSTANTIALLY DAMAGING THE ACFT.

Brief of Accident (Continued)

File No. - 1446

12/02/88

LITTLE FALLS, MN

A/C Reg. No. N65642

Time (Lcl) - 1100 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH-AND-GO - INITIATED -
 2. TERRAIN CONDITION - SNOW COVERED
 3. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1456 12/04/88 HIBBING, MN A/C Reg. No. N6132H Time (Lcl) - 1500 CST

-----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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

HIBBING
Runway Ident - 22
Runway Lth/Wid - 3076/ 75
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

-----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 - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 20 Last 24 Hrs - 1
Make/Model- 20 Last 30 Days- 11
Instrument- UNK/NR Last 90 Days- 20
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING TAKEOFFS AND LANDINGS ON A PATCHY SNOW AND ICE COVERED RUNWAY, THE STUDENT PILOT LOST DIRECTIONAL CONTROL ON TAKEOFF AND VEERED OFF THE RUNWAY INTO A SNOW BANK. THE ACFT NOSED DOWN AND DAMAGED THE PROP AND RIGHT WING.

Brief of Accident (Continued)

File No. - 1456

12/04/88

HIBBING, MN

A/C Reg. No. N6132H

Time (Lc1) - 1500 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ICY
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

----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. - 1428 1/17/88 CREVE COEUR, MO A/C Reg. No. N1727J Time (Lcl) - 1439 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0
Accident Occurred During -MANEUVERING			0	0	0

-----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 - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CREVE COEUR
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2250/ 50
Lowest Sky/Clouds - 1200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1600 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1000
SE LAND	Months Since - UNK/NR	Make/Model- 800
	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-----

WITNESSES STATED THAT THE AIRCRAFT SUDDENLY STARTED A VERTICAL CLIMB FROM A STRAIGHT AND LEVEL FLIGHT ATTITUDE. THE AIRPLANE LOST MOMENTUM WHILE IN THE CLIMB, THEN IT NOSED DOWN AND DOVE TOWARDS THE GROUND. IT EXPLODED UPON IMPACT AND WAS DESTROYED IN THE ENSUING POST-CRASH FIRE. CRUSH LINES ON THE FUSELAGE AND DEFORMITIES ON THE WINGS INDICATE THAT THE ANGLE OF MAIN IMPACT WAS APPROXIMATELY 46 DEGREES BELOW THE HORIZONTAL PLANE. ATTACHMENT, CONTINUITY, AND CORRECT TRAVEL WERE ESTABLISHED ON ALL PRIMARY AND SECONDARY FLIGHT CONTROL SURFACES AND SYSTEMS. AN ENGINE TEARDOWN INSPECTION PRODUCED NO EVIDENCE THAT WOULD SUGGEST THE OCCURRENCE OF AN IN-FLIGHT POWERPLANT FAILURE.

Brief of Accident (Continued)

File No. - 1428

1/17/88

CREVE COEUR,MO

A/C Reg. No. N1727J

Time (Lcl) - 1439 CST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 4. AEROBATICS - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Finding(s)

5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1451 11/17/88 ST. LOUIS,MO A/C Reg. No. N8147M Time (Lcl) - 2130 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	4
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 310	Eng Make/Model - CONTINENTAL IO-470-U	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 - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SPRINGFIELD,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SPIRIT OF ST. LOUIS
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 08R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6008/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 11000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1600
SE LAND,ME LAND	Months Since - 10	Make/Model- 140
	Aircraft Type - C-310	Instrument- 135
		Multi-Eng - 220
		Last 24 Hrs - 5
		Last 30 Days- 50
		Last 90 Days- 250
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ARRIVING OVER HIS DESTINATION AIRPORT, THE PILOT SAID HE HAD AN UNSAFE RIGHT MAIN GEAR LIGHT INDICATION. AFTER CIRCLING ABOUT TWO HOURS TO LIGHTEN THE FUEL LOAD, AND ATTEMPTING TO LOWER THE GEAR BY EMERGENCY PROCEDURES, A LANDING WAS ATTEMPTED. AFTER TOUCHDOWN AND DURING THE ROLL OUT, THE RIGHT GEAR COLLAPSED ABOUT 3/4 DOWN THE RUNWAY, CAUSING THE ACFT TO VEER OFF THE RUNWAY AND SUSTAIN SUBSTANTIAL DAMAGE. POST ACCIDENT INVESTIGATION REVEALED POOR RIGGING OF THE GEAR RETRACTION SYSTEM.

Brief of Accident (Continued)

File No. - 1451

11/17/88

ST. LOUIS, MO

A/C Reg. No. N8147M

Time (Lcl) - 2130 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. LANDING GEAR, MAIN GEAR - MOVEMENT RESTRICTED
 2. MAINTENANCE, ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL
 3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
 4. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - INOPERATIVE
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1450 11/22/88 SALISBURY, MO A/C Reg. No. N8927C Time (Lcl) - 1145 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22-135	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SALISBURY, MO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MOBERLY, MO	SALISBURY
Wind Dir/Speed- 170/009 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 108
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 536
SE LAND	Months Since - 1	Make/Model- 351
	Aircraft Type - C-150	Instrument- 10
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- 3
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID SHORTLY AFTER TAKEOFF THE ENGINE LOST POWER. HE ATTEMPTED TO LAND ON A PLOWED FIELD, AND AFTER ROLLING ABOUT FIFTY YARDS ON THE ROUGH, SOFT TERRAIN, THE AIRCRAFT NOSED OVER. POST ACCIDENT INVESTIGATION REVEALED THE ENGINE LOST POWER DUE TO FUEL STARVATION AS THE FUEL SELECTOR LEVER WAS FOUND IN A PARTIALLY OFF POSITION. IN THIS POSITION, IT WAS DETERMINED, THE ENGINE WOULD NOT DEVELOP FULL POWER EXCEPT FOR A SHORT PERIOD OF TIME.

Brief of Accident (Continued)

File No. - 1450

11/22/88

SALISBURY,MO

A/C Reg. No. N8927C

Time (Lcl) - 1145 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - STARVATION
3. CHECKLIST - NOT FOLLOWED - 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 - NONE SUITABLE
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1541 12/23/88 CALIFORNIA,MO A/C Reg. No. N2364W Time (Lc1) - 1910 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
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 - BEECH A23A	Eng Make/Model - CONTINENTAL IO-346-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2370	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PHILLIPS FIELD
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 50
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 12000 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 - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 116
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 12
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PILOT SAID WHILE ATTEMPTING A DOWNWIND TAKEOFF ON A DARK NIGHT FROM AN UNLIGHTED SOD STRIP, HE RECEIVED AN INTERMITTENT STALL WARNING HORN SHORTLY AFTER LIFT-OFF. HE LOWERED THE NOSE AND THE ACFT STRUCK THE RUNWAY AND REBOUNDED INTO THE AIR. HE SAID HE HAD DIFFICULTIES WITH DIRECTIONAL CONTROL AND DECIDED TO ABORT THE TAKEOFF AND RE-LAND. DURING THE ATTEMPT TO RE-LAND HE STRUCK A FENCE, TREES, THEN ROUGH ROCKY TERRAIN. THE ACFT SUSTAINED DAMAGE TO THE WINGS, LDG GEAR, EMPENNAGE AND FUSELAGE. TOXICOLOGY TESTS PERFORMED ON THE PILOT WERE NEGATIVE.

Brief of Accident (Continued)

File No. - 1541

12/23/88

CALIFORNIA,MO

A/C Reg. No. N2364W

Time (Lc1) - 1910 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
7. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - ABORTED

Finding(s)

9. OBJECT - FENCE
10. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

11. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,7,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1560 12/25/88 HARRISONVILLE, MO A/C Reg. No. N132HL Time (Lc1) - 1142 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- MAULE M-7	Eng Make/Model	- LYCOMING IO-540-W1A5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	Rated Power	- 235 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	MARYSVILLE, KS	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	HARRISONVILLE
Wind Dir/Speed	- 090/014 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 17
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 4000/ 60
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 164	Last 24 Hrs - 2
SE LAND	Months Since - 1	Make/Model - 8	Last 30 Days - 8
	Aircraft Type - UNK/NR	Instrument - 5	Last 90 Days - 8
		Multi-Eng - 13	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSSWIND LANDING THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. THE PILOT ELECTED TO ABORT THE LANDING BY APPLYING TAKEOFF POWER AND BECOMING AIRBORNE. THE PILOT ATTEMPTED A TURN AT LOW AIRSPEED AND LOW ALTITUDE TO AVOID TREES IN HIS FLIGHT PATH. HOWEVER, CONTROL WAS LOST AND THE AIRCRAFT IMPACTED THE TERRAIN.

Brief of Accident (Continued)

File No. - 1560

12/25/88

HARRISONVILLE, MO

A/C Reg. No. N132HL

Time (Lcl) - 1142 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. ABORTED LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

3. AIRSPEED - INADEQUATE -
4. ALTITUDE - INADEQUATE -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1442

8/13/88

FLOWEREE, MS

A/C Reg. No. N5555T

Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172E
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/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
VICKSBURG, MS
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 26
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 62	Last 24 Hrs - 1
Make/Model- 32	Last 30 Days- 2
Instrument- 2	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED EARLY IN THE MORNING AND WAS NOT FOUND UNTIL THE NEXT AFTERNOON. THERE WERE NO WITNESSES TO THE ACCIDENT. THE AIRCRAFT IMPACTED THE GROUND IN A 50 DEGREE NOSE DOWN ANGLE AT A HIGH RATE OF SPEED WITH EVIDENCE OF AIRCRAFT ROTATION AROUND THE LONGITUDINAL AXIS. A TOXICOLOGICAL EXAMINATION REVEALED THE PRESENCE OF A THERAPEUTIC LEVEL, 0.2 UG/ML OF DIAZEPAM, (VALIUM) IN THE PILOT'S BLOOD. IN ADDITION 56 NG/ML OF MARIJUANA METABOLITE WERE FOUND IN THE URINE AND 27 NG/ML OF 9-CARBOXY-THC, THE PRINCIPAL METABOLITE OF TETRAHYDROCANNABINOL WHICH IS THE PRINCIPAL PSYCHOACTIVE CONSTITUENT OF MARIJUANA, WERE FOUND IN THE PILOTS BLOOD. THE DETECTED CONCENTRATION OF MARIJUANA METABOLITE IN BLOOD IS ASSOCIATED WITH MARIJUANA USE WITHIN THE PRIOR HALF DAY; AND THE COMBINATION OF VALIUM AND RECENT MARIJUANA USE MAY RESULT IN AN ADDITIVE EXTENT OF IMPAIRMENT.

Brief of Accident (Continued)

File No. - 1442

8/13/88

FLOWEREE,MS

A/C Reg. No. N5555T

Time (Lcl) - 0930 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1459 7/10/88 NEW BERN, NC A/C Reg. No. N670R Time (Lcl) - 0200 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	1
Accident Occurred During	-DESCENT	NONE	Pass	0	0	1	3

-----Aircraft Information-----

Make/Model	- CESSNA 310	Eng Make/Model	- CONTINENTAL IO-470	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 260 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/006 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ELIZABETH CITY, NC</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SIMMONS NOTT</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 4804/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 17</p> <p>Aircraft Type - C-310</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 615</p> <p>Make/Model - 258</p> <p>Instrument - 33</p> <p>Multi-Eng - 258</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 46</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THE LT ENGINE LOST PWR ON "VERY SHORT FINAL". SHORTLY THEREAFTER, HE HEARD THE STALL WARNING. THE AIRPLANE ROLLED AND YAWED LEFT, AND CRASHED NOSE-DOWN SHORT OF THE RWY. THE ACFT WAS EXAMINED THE NEXT DAY BY AN FAA INSPECTOR; HE RPTD FINDING NO EVIDENCE OF A MECH MALFUNCTION. HE ESTIMATED THAT ONLY 3 GAL OF FUEL REMAINED IN THE LT MAIN TANK: THE RT MAIN & 2 AUX TANKS HAD SUSTAINED IMPACT DAMAGE AND WERE EMPTY. THE INST PANEL CONTAINED A PLACARD IAW AD 69-15-09 WHICH STATED THAT OPS W/ LESS THAN 5 GAL IN EA MAIN TANK WAS PROHIBITED. THE PLT INDICATED THAT HE THOUGHT THE UNUSABLE QTY WAS 1 GAL PER TANK. HE RPTD THAT THE FUEL GAUGES HAD INDICATED 7 GAL IN EA MAIN TANK AND 10-11 GAL IN EA AUX TANK DURING FINAL APPCH, AND THAT HE FOUND AN ESTIMATED 5-7 GAL OF FUEL REMAINING IN THE LT MAIN TANK SHORTLY AFTER THE ACCIDENT. HE NOTED THAT HE HAD STOPPED USING THE AUX TANKS EARLIER IN THE FLT WHEN THE RT ENGINE BEGAN TO RUN ROUGH; THE ROUGHNESS CEASED WHEN HE SWITCHED BACK TO THE MAINS.

Brief of Accident (Continued)

File No. - 1459

7/10/88

NEW BERN, NC

A/C Reg. No. N670R

Time (Lcl) - 0200 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. 1 ENGINE -
2. FLUID, FUEL - STARVATION
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH
5. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6

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. - 1546

9/13/88

SURF CITY, NC

A/C Reg. No. N96522

Time (Lcl) - 1810 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/010 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
HOLLY RIDGE, NC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

NORTH TOPSAIL ISLAND
Runway Ident - 24
Runway Lth/Wid - 2000/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - BC12-D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 127	Last 24 Hrs	- 0
Make/Model	- 37	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-----

A LANDING WAS ATTEMPTED AT A PRIVATE TURF STRIP IN GUSTY WIND CONDITIONS. AT LEVEL OFF FOR A 3-POINT LANDING ON RWY 24, THE RIGHT WING WAS LIFTED SHARPLY BY A WIND GUST. RIGHT AILERON AND RUDDER WERE APPLIED AND POWER WAS ADDED TO GO-AROUND. AS THE AIRPLANE LEVELED OFF TO CLIMB AWAY THE LEFT WING STRUCK ONE OF THE TREES WHICH LINED THE LEFT SIDE OF THE RWY. THE PILOT HAD ALLOWED THE AIRPLANE TO DRIFT INTO THE TREES ON THE LEFT SIDE OF THE RWY DUE TO A RIGHT QUARTERING HEADWIND.

Brief of Accident (Continued)

File No. - 1546

9/13/88

SURF CITY, NC

A/C Reg. No. N96522

Time (Lcl) - 1810 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1484

12/03/88

ALBEMARLE, NC

A/C Reg. No. N4831Y

Time (Lcl) - 1502 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - FLAGG TEENIE TWO
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - VOLKSWAGON 1600-CC
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 60 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/009 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

ALBEMARLE-STANLY CTY ARPT
Runway Ident - 22
Runway Lth/Wid - 4700/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE 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 - 150	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-----

REPORTEDLY, THE 150-HOUR PILOT OWNER WAS PERFORMING A HIGH SPEED TAXI RUN TO GET ACQUAINTED WITH THE AIRPLANE AND ITS CONTROLS. THE AIRPLANE TAXIIED DOWN RUNWAY 22, USING 3000 FEET OF THE 4700 FOOT RUNWAY AND SUDDENLY BECAME AIRBORNE. THE FLIGHT CONTINUED TO AN ESTIMATED ALTITUDE OF 60 TO 70 FEET WHEREUPON THE AIRPLANE ROLLED TO THE LEFT AND PITCHED DOWN AND CONTACTED THE SOFT GROUND IN AN EXTREME NOSE DOWN ATTITUDE, ON AIRPORT PROPERTY. WITNESSES WHO HAD FLOWN THE AIRPLANE ONLY MINUTES BEFORE SAID NO CHANGE WAS MADE TO THE POWER SETTING OF THE ENGINE FROM BEGINNING TO CONTACT WITH THE GROUND. EXAMINATION OF THE WRECKAGE DISCLOSED NO EVIDENCE OF SYSTEM OR MECHANICAL FAILURE.

Brief of Accident (Continued)

File No. - 1484

12/03/88

ALBEMARLE, NC

A/C Reg. No. N4831Y

Time (Lcl) - 1502 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
2. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1545 9/25/88 OMAHA, NE

A/C Reg. No. N31TB

Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - AEROSPATIALE TB-20
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2943
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-C4D5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC
Wind Dir/Speed- 170/013 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 22000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MOLINE, IL
Destination
OMAHA, NE

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

EPPLEY
Runway Ident - 17
Runway Lth/Wid - 8153/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 21

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - TB-20

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	241	Last 24 Hrs -	2
Make/Model-	23		Last 30 Days-	13
Instrument-	69		Last 90 Days-	62
Multi-Eng -	0		Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT WHEN THE ACFT WAS AT APRX 150' TO 200' AGL ON FINAL APCH, THE ENG LOST PWR & WOULD NOT RESTART. UNABLE TO RCH THE RWY, HE LNDD ABOUT 50' SHORT ON SOFT TRRN, WHERE THE GEAR COLLAPSED & THE ACFT WAS DMGD. ONLY ABOUT 12 OUNCES OF FUEL WAS REMAINING IN THE LEFT TANK, BUT 13 GAL WAS FND IN THE RGT TANK. DRG POST-ACDNT CHECKS, 3 GAL OF FUEL WAS ADDED TO THE LEFT TANK. HOWEVER, THE ENG WOULD NOT START IRREGARDLESS OF THE FUEL SELECTOR PSN. WHEN AN INDEPENDENT FUEL SOURCE WAS CONNECTED TO THE INLET FUEL LINE, THE ENG STARTED & OPERATED NORMALLY. HOWEVER, WHEN THE ENG WAS RECONNECTED TO THE ACFT FUEL SYS, IT RAN ONLY BRIEFLY & WOULD NOT RESTART, EVEN THOUGH FUEL IN THE TANKS EXCEEDED THE UNUSABLE LVL OF 1.3 GAL/TANK. A TEST OF THE BOOST PUMP SHOWED THAT AT 23 PSI, ITS FLOW RATE WAS 9 GPH; THE PUMP SPECIFICATION WAS FOR 35 GPH AT 23 PSI.

Brief of Accident (Continued)

File No. - 1545

9/25/88

OMAHA, NE

A/C Reg. No. N31TB

Time (Lcl) - 1600 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - LOW LEVEL
2. FLUID, FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. FUEL SYSTEM, ELECTRIC BOOST PUMP - OUTPUT LOW
5. STARTING PROCEDURE - NOT ATTAINED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1485 12/08/88 CRETE,NE

A/C Reg. No. N5875W

Time (Lcl) - 0900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-160
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 330/007 KTS
Visibility - 20.0 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
SUPERIOR,NE

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 - 17
Runway Lth/Wid - 3600/ 75
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 33

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 347	Last 24 Hrs	- UNK/NR
Make/Model-	65	Last 30 Days-	6
Instrument-	5	Last 90 Days-	7
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PILOT SAID SHORTLY AFTER TAKEOFF, THE ENGINE COUGHED, SPUTTERED, THEN QUIT. AN EMERGENCY LDG WAS ATTEMPTED ON A FARM FIELD WHICH RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, SERIOUS INJURY TO THE PAX AND MINOR INJURIES TO THE PILOT. POST ACCIDENT INVESTIGATION REVEALED A FAILURE OF THE RIGHT MAGNETO DRIVE GEARS. A MANUFACTURER'S SERVICE BULLETIN THAT SPECIFIED REPLACEMENT OF THE NYLON DRIVE GEAR WITH A SINTERED IRON GEAR AT 2000 HOURS, OR THE FIRST OVERHAUL, HAD NOT BEEN COMPILED WITH. ENGINE RUNUP TESTS AFTER THE ACCIDENT REVEALED THE ENGINE WOULD NOT RUN ON THE RIGHT MAGNETO OR WHEN BOTH MAGNETOES WERE SELECTED.

Brief of Accident (Continued)

File No. - 1485

12/08/88

CRETE,NE

A/C Reg. No. N5875W

Time (Lcl) - 0900 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM,MAGNETO - DISABLED
 2. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
 3. MAINTENANCE,SERVICE BULLETINS - NOT FOLLOWED - COMPANY MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

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. - 1497 2/18/88 CONCORD, NH A/C Reg. No. N6341H Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - 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	MANCHESTER, NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CONCORD
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6004/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
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)
STUDENT	Current - N/A	Total - 27
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 9
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ATTEMPTING A LANDING AT CONCORD MUNICIPAL AIRPORT. THE AIRCRAFT TOUCHED DOWN HARD, BOUNCED AND AT THIS TIME THE PILOT APPLIED FULL THROTTLE IN AN ATTEMPT TO ABORT THE LANDING AND GO AROUND. HOWEVER THE AIRCRAFT VEERED LEFT AND STRUCK VASI LIGHT INDICATOR AND AN ILS ANTENNA, COMING TO REST IN A SNOW COVERED AREA BETWEEN THE RUNWAY AND TAXIWAY.

Brief of Accident (Continued)

File No. - 1497

2/18/88

CONCORD, NH

A/C Reg. No. N6341H

Time (Lcl) - 1615 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID
6. OBJECT - AIRPORT FACILITY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1496

2/22/88

ROCHESTER, NH

A/C Reg. No. N1061F

Time (Lcl) - 1215 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

SKY HAVEN
Runway Ident - 32
Runway Lth/Wid - 3100/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 121	Last 24 Hrs -	0
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE FLIGHT ENCOUNTERED A CROSSWIND FROM THE LEFT AND ALMOST IMMEDIATELY THE AIRCRAFT BECAME AIRBORNE AGAIN. THE PILOT FLARED FOR LANDING, LANDED HARD, BOUNCED AND AT THIS TIME THE PILOT DECIDED TO ABORT AND GO AROUND. THE AIRCRAFT DRIFTED TO THE RIGHT AND IMPACTED A SNOWBANK AND BECAME INVERTED.

Brief of Accident (Continued)

File No. - 1496

2/22/88

ROCHESTER, NH

A/C Reg. No. N1061F

Time (Lcl) - 1215 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ABORTED

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
 5. GO-AROUND - ATTEMPTED -
-

-----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. - 1553 3/07/88 MORRISTOWN, NJ A/C Reg. No. N48900 Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WILDWOOD, NJ</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>MORRISTOWN</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 6000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 23</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 - 49 Last 24 Hrs - 6</p> <p>Make/Model - 49 Last 30 Days - UNK/NR</p> <p>Instrument - 0 Last 90 Days - 22</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING ROLLOUT, THE FLIGHT ENCOUNTERED STRONG GUSTY CROSSWINDS. THE AIRCRAFT RAN OFF THE RIGHT SIDE OF THE RUNWAY. THE NOSE WHEEL DUG INTO MUD AND THE PROP AND LEFT WING TIP MADE CONTACT WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1553

3/07/88

MORRISTOWN,NJ

A/C Reg. No. N48900

Time (Lcl) - 1500 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1554 3/20/88 PRINCETON,NJ A/C Reg. No. N738QK Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
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 - PATWAS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 290/015 KTS
Visibility - UNK/NR

Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PRINCETON,NJ
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
PRINCETON

Runway Ident - 28
Runway Lth/Wid - 3100/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 165	Last 24 Hrs	- 1
Make/Model-	17	Last 30 Days-	UNK/NR
Instrument-	15	Last 90 Days-	6
Multi-Eng	- 0		

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING AT PRINCETON, NEW JERSEY, THE FLIGHT ENCOUNTERED TURBULENCE IN THE LAST 500 FEET BEFORE REACHING THE RUNWAY. THE PILOT INITIATED A GO AROUND AND CAME IN WITH 10 DEGREE FLAPS. AIRCRAFT TOUCHED DOWN AND ROLLED A FEW FEET THEN LIFTED OFF AGAIN TOUCHING DOWN TO THE LEFT OF CENTER AND CONTINUED LEFT OFF THE RUNWAY. THE LEFT WING HIT THE TAIL SECTION OF A PARKED AIRCRAFT, PIVOTED AND CAME TO REST AT THE EDGE OF THE RAMP.

Brief of Accident (Continued)

File No. - 1554

3/20/88

PRINCETON,NJ

A/C Reg. No. N738QK

Time (Lcl) - 1600 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1432 5/24/88 WEST PATERSON,NJ A/C Reg. No. N500RW Time (Lcl) - 0316 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -POSITIONING	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 2	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - LEARJET 35A	Eng Make/Model - GARRETT TFE-731-2-2B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 17000	Engine Type - TURBOFAN	
No. of Seats - 9	Rated Power - 3500 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TETERBORO,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MORRISTOWN,NJ	TETERBORO
Wind Dir/Speed- 220/004 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8910
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 0
	Aircraft Type - LR-35A	Make/Model- 759
		Instrument- 694
		Multi-Eng - 5078
		Last 30 Days- 42
		Last 90 Days- 114

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES RPTED A NORMAL TAKEOFF. RADAR INDICATED THE ACFT TURNED RIGHT AS CLEARED AND BEGAN CRUISE AT 1900 FT, HDG NW AT 235 KTS. 65 SECS AFTER CALLING CLEAR OF THE CONTROL ZONE THE ACFT'S RADAR TRACK ENDED. THE ACFT WAS FRAGMENTED BY THE IMPACT WITH ALL FLT CONTROL SURFACES AND ACFT EXTREMITIES FOUND AT THE IMPACT SITE. PITCH TRIM WAS FOUND IN THE NORMAL CRUISE SETTING WITH GEAR, FLAPS, AND SPOILERS IN THE RETRACTED POSITION. EXAM OF THE ENGS INDICATED OPERATION AT IMPACT. ACFT STRUCK THE TERRAIN IN APPROX 80 DEG NOSE DOWN, WNGS LEVEL ATTITUDE & HEADING OPPOSITE TO THE PREVIOUS DIRECTION OF FLT. IN FLIGHT SIMULATOR TESTS, WITH THE ACFT INITIALLY IN LEVEL FLT AT 1900 FEET AND THEN ROLLED INVERTED AND THE PITCH CONTROL MOVED AFT, THE ACFT ATTITUDE WAS SIMILAR TO THE ATTITUDE AT IMPACT. THERE WERE TWO UNAUTH PAX ON BOARD, ONE WAS THE COPILOT'S WIFE. THE IMPACT POINT WAS IN A VERY SMALL REGION OF UNCONTROLLED AIRSPACE VERY NEAR THE COPILOT'S AND RELATIVE'S HOMES. THE COPILOT WAS NEW TO JET OPERATIONS. THE ACFT DEPARTED WITH SEVERAL DISCREPANCIES UNCLEAR.

Brief of Accident (Continued)

File No. - 1432

5/24/88

WEST PATERSON,NJ

A/C Reg. No. N500RW

Time (Lc1) - 0316 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. MANEUVER - ATTEMPTED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 6. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - COPILOT/SECOND PILOT
 7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - COMPANY MAINTENANCE PSNL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1438 9/29/88 QUESTA,NM A/C Reg. No. N8517B Time (Lcl) - 1330 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/010 KTS
Visibility - 80.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TAOS,NM
Destination
EAGLE NEST,NM

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

QUESTA
Runway Ident - UNK/NR
Runway Lth/Wid - 4000/ 50
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 191
Last 24 Hrs	- 4
Last 30 Days	- 7
Last 90 Days	- 57

Make/Model- 191
Instrument- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND 1 PAX WERE TAKING OFF USING 2,500 FT OF A 4,000 X 50 FT DIRT STRIP WITH A D/A OF 9,200 FT. DURING INTIAL CLIMB THE PLT NOTICED A SINK RATE. THE PLT SAID HE VARIED THE ANGLE OF FLAPS FROM 5 TO 25 DEG "IN SEARCH OF LIFT." THE RIGHT WING AND RIGHT MAIN GEAR STRUCK A RIDGE 350 FT FROM THE POINT OF LIFTOFF. THE ACFT PIVOTED RIGHT AND CAME TO REST 35 FT FROM THE POINT OF IMPACT. THE FUSELAGE WAS BENT AND BOTH WINGS WERE FLEXED UPWARD. NEW MEXICO STATE POLICE FOUND A QUANTITY (LESS THAN AN OUNCE) OF MARIJUANA IN THE AIRCRAFT. THE PILOT REFUSED TO SUBMIT TO A DRUG TEST.

Brief of Accident (Continued)

File No. - 1438

9/29/88

QUESTA,NM

A/C Reg. No. N8517B

Time (Lcl) - 1330 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 3. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
 4. 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) 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. - 1583 10/03/88 ALBUQUERQUE, NM A/C Reg. No. N99US Time (Lcl) - 0850 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	ON GROUND	Pass	0	0	0
Accident Occurred During -LANDING			0	0	1
					1

-----Aircraft Information-----

Make/Model - PICCARD AX-6	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1210	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 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 - STRAIGHT-IN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2407
SE LAND, ME LAND	Months Since - 1	Make/Model- 18
FREE BALLOON	Aircraft Type - AX-6	Instrument- UNK/NR
		Multi-Eng - 2034
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT WAS COMPETING IN A BALLOON FIESTA, WITH 2 PAX. THE PLT SELECTED A LANDING FIELD WITH POWER LINES AND A STREET RUNNING EAST AND WEST ACROSS IT. THE BALLOON WAS DRIFTING SOUTH AND THE PLT SELECTED THE SOUTH END OF THE FIELD FOR LANDING, REQUIRING THE FLIGHT PATH TO CROSS OVER THE LINES. DURING THE DESCENT FROM 200 FT AGL, THE PLT APPLIED HEAT TO LEVEL OFF SO THE BALLOON WOULD CLEAR THE POWER LINE IN THE FLIGHT PATH. THE PLT SAID THE ELEVATION MADE THE BALLOON'S RESPONSE SLUGGISH AND THE BASKET DESCENDED BELOW THE POWER LINES. THE PLT ATTEMPTED TO CLIMB BY ADDING MORE HEAT, THEN DEFLATED THE BALLOON TO STRIKE THE LINES WITH THE ENVELOPE RATHER THEN THE BASKET. THE ENVELOPE HIT THE LINES AND BURNED. THE BASKET HUNG 20 FT OFF THE GROUND FOR ABOUT A MINUTE, THEN SLID TO THE GROUND. MOLTEN MATERIAL FROM THE BURNING ENVELOPE FELL ON THE PAX AS THEY EXITED THE BASKET.

Brief of Accident (Continued)

File No. - 1583

10/03/88

ALBUQUERQUE,NM

A/C Reg. No. N99US

Time (Lcl) - 0850 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. BALLOON EQUIPMENT,ENVELOPE - BURNED
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 6. DESCENT - MISJUDGED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1559 9/10/88 BATTLE MOUNTAIN,NV A/C Reg. No. N8895V Time (Lcl) - 1139 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	3	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/017 KTS
Visibility - 25.0 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
AUBURN,CA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

LANDER COUNTY
Runway Ident - 30
Runway Lth/Wid - 7300/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 220 Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- 10
Instrument- 24 Last 90 Days- 11
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 1 MILE FROM THE DEPARTURE AIRPORT AND 200 FEET AGL, THE PILOT ELECTED TO MAKE A RIGHT TURN BACK TO THE AIRPORT, AS THE AIRCRAFT WAS NOT CLIMBING AND POWER LINES WERE IN THE FLIGHT PATH. DURING THE TURN, THE PILOT LOST CONTROL OF THE AIRCRAFT. THE AIRCRAFT DESCENDED TO THE GROUND IN A NOSE LOW ATTITUDE. THE DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT WAS APPROXIMATELY 6,500 FEET. THE WINDS WERE 17 KNOTS, GUSTING TO 20 KNOTS. THE AIRCRAFT WAS WITHIN 50 POUNDS OF GROSS TAKEOFF WEIGHT. EXAMINATION OF THE AIRCRAFT AFTER THE ACCIDENT REVEALED NO ABNORMALITIES EXCEPT WORN SPARKS PLUGS.

Brief of Accident (Continued)

File No. - 1559

9/10/88

BATTLE MOUNTAIN,NV

A/C Reg. No. N8895V

Time (Lcl) - 1139 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. IGNITION SYSTEM, SPARK PLUG - WORN
6. MANEUVER - IMPROPER - PILOT IN COMMAND
7. AIRSPEED - INADEQUATE - PILOT IN COMMAND
8. OBJECT - WIRE, STATIC
9. 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) 6,7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1480 2/18/88 OSWEGO, NY

A/C Reg. No. N6939M

Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - STINSON 108
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2250
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-150
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FULTON, NY
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 57
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 100	Last 24 Hrs	- 1
Make/Model	- 100	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 11
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL PLEASURE FLIGHT, A DECREASE IN ENGINE POWER WAS EXPERIENCED AND A PUFF OF SMOKE OBSERVED IN THE COCKPIT. THE PILOT APPLIED FULL POWER IN AN ATTEMPT TO RETURN TO THE AIRPORT, BUT REALIZED IT WAS NOT POSSIBLE. THE PILOT PUT THE AIRCRAFT DOWN IN AN OPEN SNOW COVERED FIELD. DURING THE LANDING ROLL OF ABOUT 125 FEET, THE AIRCRAFT FLIPPED OVER. THE CAUSE OF THE POWER LOSS WAS A BROKEN CONNECTING ROD ON THE #5 CYLINDER AND A NUT ON THE ROD END CAP HAD COME OFF.

Brief of Accident (Continued)

File No. - 1480

2/18/88

OSWEGO, NY

A/C Reg. No. N6939M

Time (Lcl) - 1700 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD BOLT - MISSING
2. ENGINE ASSEMBLY,CONNECTING ROD CAP - LOOSE
3. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
4. ENGINE ASSEMBLY,CRANKCASE - PENETRATED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED

----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. - 1551

3/01/88

MAYBROOK,NY

A/C Reg. No. N16255

Time (Lc1) - 1017 EST

-----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	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - 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 - 6.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - SNOW
Runway Status - SNOW - CRUSTED
ROUGH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND

Age - 38

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2010	Last 24 Hrs	- 0
Make/Model-	456	Last 30 Days-	UNK/NR
Instrument-	580	Last 90 Days-	104
Multi-Eng	- 16		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIPER PA-28 TOOK OFF FOR A LOCAL PLEASURE FLIGHT. AFTER TAKEOFF THE PILOT NOTICED THAT THE ENGINE WAS RUNNING ROUGH AND HE HAD LOST HIS OIL PRESSURE. THE ENGINE SEIZED AND AN OFF-AIRPORT LANDING WAS MADE IN A SNOW COVERED FIELD. POST-CRASH EXAMINATION OF THE AIRCRAFT SHOWED THE VACUUM PUMP PHYSICALLY MISSING FROM THE AIRCRAFT. THE REASON FOR ITS BEING MISSING WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1551

3/01/88

MAYBROOK,NY

A/C Reg. No. N16255

Time (Lc1) - 1017 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ACCESSORIES,VACUUM PUMP - MISSING
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FLUID,OIL - LOSS,TOTAL
 4. POWERPLANT - SEIZED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED
 6. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1552 3/06/88 SCHROON LAKE, NY A/C Reg. No. N89431 Time (Lcl) - 1110 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Serious

0

Minor

0

None

1

Crew

Pass

0

0

0

1

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/010 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NO. CREEK, NY

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

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 - 24

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 93

Make/Model- 93

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 30

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL ON A FROZEN LAKE, THE LEFT LANDING GEAR DUG INTO A SOFT SPOT. THE AIRCRAFT NOSED OVER AND WAS SUBSTANTIALLY DAMAGED. IN HIS RECOMMENDATION FOR PREVENTION OF THIS ACC, THE PLT SAID "BY NOT LNDG ON ICE."

Brief of Accident (Continued)

File No. - 1552

3/06/88

SCHROON LAKE, NY

A/C Reg. No. N89431

Time (Lcl) - 1110 EST

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

2. TERRAIN CONDITION - WEAK ICE

----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. - 1563 6/08/88 EAST LIVERPOOL, OH A/C Reg. No. N89059 Time (Lcl) - 1105 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</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;">COLUMBIANA COUNTY</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 3512/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age 32</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 16</td> <td>Last 24 Hrs</td> <td>- 0</td> </tr> <tr> <td>Make/Model-</td> <td>16</td> <td>Last 30 Days-</td> <td>5</td> </tr> <tr> <td>Instrument-</td> <td>1</td> <td>Last 90 Days-</td> <td>16</td> </tr> </table>	Total	- 16	Last 24 Hrs	- 0	Make/Model-	16	Last 30 Days-	5	Instrument-	1	Last 90 Days-	16
Total	- 16	Last 24 Hrs	- 0											
Make/Model-	16	Last 30 Days-	5											
Instrument-	1	Last 90 Days-	16											

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT HE FLARED LATE DURING LDG. THE AIRPLANE BALLOONED AND STARTED DRIFTING TO THE RIGHT. THE STUDENT ADDED PWR AND LEFT RUDDER IN AN ATTEMPT TO MAINTAIN CONTROL; HE "OVERCOMPENSATED" WITH LEFT RUDDER INPUT, AND LOST DIRECTIONAL CONTROL WHEN THE AIRPLANE TOUCHED DOWN AGAIN. THE AIRPLANE VEERED OFF OF THE LEFT SIDE OF THE RWY AND COLLIDED WITH A DITCH. THE STUDENT HAD 1 HOUR OF SOLO FLT EXPERIENCE.

Brief of Accident (Continued)

File No. - 1563

6/08/88

EAST LIVERPOOL, OH

A/C Reg. No. N89059

Time (Lcl) - 1105 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - DELAYED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1518 7/13/88 ELYRIA, OH A/C Reg. No. N77AQ Time (Lcl) - 1940 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	0	1
Pass		0	0	0	2

-----Aircraft Information-----

Make/Model - MCKINNON G-21-G
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 7

Eng Make/Model - P & W PT6A-27
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 715 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- 220/014 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6500 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ELYRIA
Runway Ident - 27
Runway Lth/Wid - 3047/ 48
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND,SE SEA,ME SEA

Age - 60

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 24200	Last 24 Hrs	- 1
Make/Model-	103	Last 30 Days-	18
Instrument-	2168	Last 90 Days-	107
Multi-Eng	- 13105		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE AIRCRAFT ENTERED AN UNCOMMANDED, GRADUAL SWERVE TO THE RIGHT, DEPARTING THE RIGHT SIDE OF THE RUNWAY AND COLLAPSING THE LEFT MAIN LANDING GEAR. THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT. POST-ACCIDENT EXAMINATION OF THE BRAKE ASSEMBLIES REVEALED THAT THEY WERE EXCESSIVELY WORN AND THE LININGS WERE NOT APPROVED BY THE MANUFACTURER AS INSTALLED; THE BRAKE LININGS HAD BEEN INTERMIXED UPON INSTALLATION AND THE MANUFACTURER STATED THAT THIS WAS "NOT PERMISSIBLE". THE MOST RECENT ANNUAL INSPECTION OCCURRED IN OCTOBER, 1987, AND THE AIRCRAFT HAD FLOWN 4 HOURS SINCE THAT TIME.

Brief of Accident (Continued)

File No. - 1518

7/13/88

ELYRIA, OH

A/C Reg. No. N77AQ

Time (Lcl) - 1940 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - INCORRECT
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
4. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

5. GROUND LOOP/SWERVE - INADVERTENT -

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL
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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1517 7/19/88 ELYRIA, OH A/C Reg. No. N136JR Time (Lcl) - 1621 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - ALL CARGO		Aircraft Damage	Injuries			
		SUBSTANTIAL		Serious	Minor	None
Type of Operation	-POSITIONING	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- BEECH E18S	Eng Make/Model	- P & W R-985-AN14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 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	COLUMBUS, IN	LORAIN COUNTY REG.
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 07
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 4997/ 100
Obstructions to Vision	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- ASPHALT
Condition of Light		Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current	Total	- 23000
ME LAND	Months Since	Make/Model	- 600
	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 180
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF ROLL, THE RIGHT ENGINE "SURGED". THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT, AND THE AIRCRAFT SWERVED TO THE RIGHT, DEPARTED THE RIGHT SIDE OF THE RUNWAY, STRUCK A DITCH AND GROUNDLOOPE, COLLAPSING THE LEFT MAIN LANDING GEAR. INVESTIGATION REVEALED THAT THE FUEL SYSTEM FOR THE RIGHT ENGINE CONTAINED WATER.

Brief of Accident (Continued)

File No. - 1517

7/19/88

ELYRIA, OH

A/C Reg. No. N136JR

Time (Lcl) - 1621 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. 1 ENGINE -
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID, FUEL - WATER
4. POWERPLANT - SURGE

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #4 GEAR COLLAPSED
Phase of Operation TAKEOFF - ABORTED

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1516 7/29/88 WAYNESVILLE, OH A/C Reg. No. N92483 Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL					
Type of Operation	-INSTRUCTIONAL	Fire		Crew	0	Serious	0
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	Minor	0
Accident Occurred During	-LANDING					None	2
							0

-----Aircraft Information-----

Make/Model	- PIPER J-3	Eng Make/Model	- CONTINENTAL A-65-8	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT
Method - N/A		SAME AS ACC/INC	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	WAYNESVILLE
Wind Dir/Speed	- 240/008 KTS	ATC/Airspace	Runway Ident - 26
Visibility	- 6.0 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	- HAZE		Runway Lth/Wid - 3100/ 125
Precipitation	- NONE		Runway Surface - GRASS/TURF
Condition of Light	- DAYLIGHT		Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command	Age - 75	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 17718	Last 24 Hrs - 2
SE LAND	Months Since - 2	Make/Model- 10000	Last 30 Days- 45
	Aircraft Type - C-172	Instrument- UNK/NR	Last 90 Days- 143
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT FOR THE PURPOSE OF PRACTICING TAKEOFFS AND LANDINGS WITH A PRE-SOLO STUDENT, THE INSTRUCTOR PILOT FAILED TO MAINTAIN ADEQUATE AIRCRAFT CONTROL AND VISUAL LOOKOUT, AND THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY, STRUCK A FENCE AND CAME TO A STOP IN A CORNFIELD. THE PILOT REPORTED A 10 KNOT LEFT CROSSWIND AND THAT RESTRICTED VISIBILITY DUE TO SUNGLARE WAS A FACTOR.

Brief of Accident (Continued)

File No. - 1516

7/29/88

WAYNESVILLE, OH

A/C Reg. No. N92483

Time (Lcl) - 1900 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - INADEQUATE - DUAL STUDENT
3. VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND(CFI)
4. LIGHT CONDITION - SUNGLARE
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - FENCE
8. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1401

8/01/88

SALEM, OH

A/C Reg. No. N7024R

Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	2	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
SIMULATED FORCED LANDING
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
ME LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - DC-9

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 14000
Make/Model- 300
Instrument- 1550
Multi-Eng - 12500
Last 24 Hrs - 3
Last 30 Days- 60
Last 90 Days- 92

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE ENGINE FAILED TO RESPOND WHEN THE THROTTLE WAS ADVANCED DURING THE RECOVERY FROM A PRACTICE FORCED LANDING. THE AIRPLANE STRUCK WIRES WHILE ATTEMPTING TO REACH A SUITABLE LANDING AREA DURING THE RESULTING FORCED LANDING. THE WIRES DID NOT BREAK; THE AIRPLANE'S FORWARD MOTION WAS ARRESTED, AND IT FELL TO THE GROUND.

Brief of Accident (Continued)

File No. - 1401

8/01/88

SALEM,OH

A/C Reg. No. N7024R

Time (Lcl) - 2000 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. POWERPLANT - UNDETERMINED
2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

3. 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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1510 8/13/88 MONTGOMERY, OH A/C Reg. No. N1925F Time (Lc1) - 2110 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

1

None

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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 180/005 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
CINCINNATI, OH
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 - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-172N

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 1163
Last 24 Hrs - 1
Make/Model - 1010
Last 30 Days - 15
Instrument - 130
Last 90 Days - 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A LOCAL PLEASURE NIGHT FLIGHT, IN NORMAL CRUISE CONFIGURATION, THE PILOT EXPERIENCED A LOSS OF ENGINE POWER DUE TO FUEL CONTAMINATION AND EXECUTED A FORCED LANDING ON A HIGHWAY EXIT RAMP. THE PILOT STATED THAT HE ATTEMPTED TO MAKE THE FORCED LANDING ADJACENT TO THE HIGHWAY, BUT THE DARKNESS RESTRICTED HIS VISION AND THE AIRCRAFT TOUCHED DOWN ON THE EXIT RAMP. THE AIRCRAFT STRUCK THE GUARD RAIL, NOSED OVER, AND SKIDDED DOWN THE EMBANKMENT ON THE OTHER SIDE OF THE GUARD RAIL. EVIDENCE OF WATER CONTAMINATION WAS FOUND IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1510

8/13/88

MONTGOMERY, OH

A/C Reg. No. N1925F

Time (Lcl) - 2110 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LIGHT CONDITION - DUSK
4. TERRAIN CONDITION - ROADWAY/HIGHWAY
5. TERRAIN CONDITION - DOWNHILL
6. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - WALL/BARRICADE

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1505 8/14/88 MT. VERNON, OH A/C Reg. No. N9769B Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE
Pass

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
AKRON, OH
Destination
LANCASTER, OH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

Wind Dir/Speed- 270/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI, MILITARY
SE LAND
HELICOPTER

Age - 47
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 7214	Last 24 Hrs	- 2
Make/Model	- 128	Last 30 Days	- 10
Instrument	- 4250	Last 90 Days	- 29
Multi-Eng	- 4809	Rotorcraft	- 1808

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLIGHT IN VFR CONDITIONS AND ON AN IFR FLIGHT PLAN, THE PILOT EXPERIENCED A TOTAL LOSS OF ENGINE POWER. THE PILOT EXECUTED A FORCED LANDING IN A SOY BEAN FIELD AFTER AN UNSUCCESSFUL RESTART ATTEMPT. EXAMINATION OF THE OIL COOLER HOSE REVEALED A HOLE CHAFED THROUGH IT AT THE POINT WHERE IT WAS ROUTED UNDER THE CABIN HEAT AIR DUCT HOSE; THIS HOLE ALLOWED THE OIL TO VENT OVERBOARD. THE ENGINE SEIZED DUE TO OIL EXHAUSTION.

Brief of Accident (Continued)

File No. - 1505

8/14/88

MT. VERNON, OH

A/C Reg. No. N9769B

Time (Lc1) - 1830 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM, OIL HOSE - CHAFED
 2. FLUID, OIL - EXHAUSTION
 3. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
 4. POWERPLANT - SEIZED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - CROP
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1530 8/21/88 KELLEY'S ISLAND, OH A/C Reg. No. N62920 Time (Lcl) - 1510 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/007 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAMBERTVILLE, MI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

KELLEY'S ISLAND
Runway Ident - 36
Runway Lth/Wid - 2270/ 35
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 92 Last 24 Hrs - UNK/NR
Make/Model- 30 Last 30 Days- UNK/NR
Instrument- 5 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER CROSSING THE RUNWAY THRESHOLD ON FINAL APPROACH, THE PILOT EXPERIENCED A WIND SHIFT AND ELECTED TO ATTEMPT A GO-AROUND. THE PILOT DISCONTINUED THE ATTEMPTED GO-AROUND WHEN HE JUDGED THAT HE WOULD BE UNABLE TO CLEAR TREES LOCATED AT THE DEPARTURE END OF THE RUNWAY. THE PILOT "FORCED" A LANDING WITH "ABOUT 100 YARDS" OF RUNWAY REMAINING, AND WAS UNABLE TO STOP THE AIRCRAFT BEFORE IT RAN OFF THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT CONTINUED ACROSS A ROAD, AND ONTO THE GRASSY OVERRUN, WHERE THE LEFT MAIN LANDING GEAR STRUCK A SMALL DITCH. THE AIRCRAFT VEERED TO THE LEFT, THE NOSE GEAR COLLAPSED, AND THE AIRCRAFT CAME TO A STOP IN SOME BRUSH AT THE EDGE OF THE TREES.

Brief of Accident (Continued)

File No. - 1530

8/21/88

KELLEY'S ISLAND, OH

A/C Reg. No. N62920

Time (Lcl) - 1510 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1584 8/27/88 YOUNGSTOWN, OH A/C Reg. No. N38346 Time (Lcl) - 1240 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

1

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - PIPER J-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1100
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/007 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

VIENNA, OH

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

LANSDOWNE

Runway Ident - 20

Runway Lth/Wid - 3027/ 40

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - J-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1300

Make/Model- 1000

Instrument- 6

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT EXPERIENCED A TOTAL LOSS OF ENGINE POWER DUE TO FUEL EXHAUSTION WHILE ON FINAL APPROACH TO THE RUNWAY. THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE, AND THE PILOT WAS SERIOUSLY INJURED WHEN THE AIRCRAFT IMPACTED THE GROUND APPROXIMATELY 25' SHORT OF THE APPROACH END OF THE RUNWAY AND NOSED DOWN. ACCORDING TO THE PILOT'S WIFE, THE PILOT HAS NO RECOLLECTION OF THE ACCIDENT OR EVENTS PRECEDING THE ACCIDENT DUE TO THE SERIOUSNESS OF THE HEAD INJURIES HE RECEIVED. THE POLICE REPORT STATED THAT THERE WAS NO FUEL IN THE TANK, OR ON THE GROUND AROUND THE AIRCRAFT, AND THAT "PROPELLER (BLADES) NOT BENT, APPEARS ENGINE NOT RUNNING AT TIME OF CRASH."

Brief of Accident (Continued)

File No. - 1584

8/27/88

YOUNGSTOWN, OH

A/C Reg. No. N38346

Time (Lcl) - 1240 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1597 10/09/88 BAINBRIDGE,OH A/C Reg. No. N9836Y Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING	Crew	0	0	0	1
	Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CHAMPION 7EC	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - 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 - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 606
SE LAND	Months Since - 10	Make/Model- 320
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 17
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON INITIAL CLIMB THE AIRCRAFT EXPERIENCED A PARTIAL POWER LOSS AND THE PILOT ELECTED TO INITIATE AN EMERGENCY LANDING IN A FIELD. THE AIRCRAFT ENCOUNTERED ROUGH/UNEVEN TERRAIN AND WAS SUBSTANTIALLY DAMAGED DURING THE LANDING SEQUENCE. THE PILOT AND ONE PASSENGER REPORTED NO INJURIES. SUBSEQUENT INVESTIGATION FAILED TO REVEAL THE NATURE OF THE PARTIAL POWER LOSS.

Brief of Accident (Continued)

File No. - 1597

10/09/88

BAINBRIDGE, OH

A/C Reg. No. N9836Y

Time (Lcl) - 1800 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1414 10/11/88 FAIRFAX, OK A/C Reg, No. N11191 Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Fatal		Injuries		None	
		SUBSTANTIAL				Serious			
Type of Operation	-PERSONAL	Fire		Crew	0	1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0	0	0
Accident Occurred During	-LANDING								

-----Aircraft Information-----

Make/Model	- CESSNA 140	Eng Make/Model	- CONTINENTAL C-85-12	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	PONCA CITY, OK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- DIRT
Lowest Ceiling	- NONE	Type Apch/Lndg	- WET
Obstructions to Vision	- NONE	FORCED LANDING	
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - NO	Total - 490	Last 24 Hrs - 1
SE LAND	Months Since - 30	Make/Model - 478	Last 30 Days - 10
	Aircraft Type - C-172	Instrument - UNK/NR	Last 90 Days - 30
		Multi-Eng - UNK/NR	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE LOCKED AND HE MADE A FORCED LANDING IN A MUDDY, PLOWED FIELD. THE AIRPLANE LANDED HARD AND THE PLT RECEIVED A FRACTURE TO THE SKULL JUST ABOVE HIS RIGHT EYE. DURING ENGINE TEARDOWN, THE HEAD FROM THE EXHAUST VALVE ON THE NUMBER ONE CYLINDER WAS FOUND STICKING SIDEWAYS IN THE HEAD OF THE NUMBER ONE PISTON.

Brief of Accident (Continued)

File No. - 1414

10/11/88

FAIRFAX,OK

A/C Reg. No. N11191

Time (Lcl) - 1130 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL
 2. POWERPLANT - SEIZED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1468 8/08/88 YONCALLA,OR A/C Reg. No. N67992 Time (Lcl) - 1100 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/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 - 115 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 010/009 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 ALBANY,OR Destination MONTAGUE,CA ATC/Airspace Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN FORCED LANDING	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
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-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 45 Last 24 Hrs - 2
	Months Since - N/A	Make/Model- 45 Last 30 Days- 16
	Aircraft Type - N/A	Instrument- 0 Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT WAS AT 8500 FT CRZ WHEN PWR LOSS OCCURRED. FORCED LNDG MADE IN OPEN FIELD WHERE ACFT COLLIDED WITH FENCE ON LNDG ROLL. ENGINE RAN NORMALLY POST-MISHAP. FUEL SAMPLE CLEAR OF WATER OR OTHER CONTAMINANT. PLT DID NOT USE CARB HEAT WHEN PWR LOSS OCCURRED. SURFACE TEMP/DP = 70/53 DEG. CONDS CONDUCIVE TO POSS CARB ICE.

Brief of Accident (Continued)

File No. - 1468

8/08/88

YONCALLA,OR

A/C Reg. No. N67992

Time (Lcl) - 1100 PDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. CARBURETOR HEAT - NOT SELECTED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. FUEL SYSTEM,CARBURETOR - ICE

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

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1469 9/16/88 COTTAGE GROVE,OR A/C Reg. No. N1223T Time (Lcl) - 2045 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E3D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	RENO,NV	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	EUGENE,OR	
Wind Dir/Speed	- 330/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 4900 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 7500
SE LAND	Months Since - 12	Make/Model - 412
	Aircraft Type - PA-28	Instrument - 1845
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days - 19
		Last 90 Days - 51
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHEN PLT REALIZED STRONG HEADWINDS AT CRUISE ALT WOULD PRECLUDE REACHING INTENDED DESTINATION, HE ATTEMPTED TO DIVERT TO ANOTHER ALTERNATE. FUEL EXHAUSTION OCCURRED BEFORE REACHING ARPT. DURING A LNDG, EXECUTED IN DARK, ACFT COLLIDED WITH A FENCE.

Brief of Accident (Continued)

File No. - 1469

9/16/88

COTTAGE GROVE,OR

A/C Reg. No. N1223T

Time (Lcl) - 2045 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. WEATHER CONDITION - UNFAVORABLE WIND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
 5. OBJECT - FENCE POST
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1470 2/12/88 PHILADELPHIA, PA A/C Reg. No. N339MA Time (Lcl) - 1445 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-POSITIONING	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- MITSUBISHI MU-2B-35	Eng Make/Model	- GARRETT TPE-331-6-251	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10520	Engine Type	- TURBOPROP		
No. of Seats	- 8	Rated Power	- 724 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRSTRIP	
Method	- TELEPHONE	UTICA, NY		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC	PHILADELPHIA	
Wind Dir/Speed	- UNK/NR		Runway Ident	- 27R
Visibility	- 2.000 SM	ATC/Airspace	Runway Lth/Wid	- 9500/ 150
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 400 FT OVERCAST	Type of Clearance	Runway Status	- UNK/NR
Obstructions to Vision	- UNK/NR	Type Apch/Lndg		
Precipitation	- UNK/NR			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 1862	Last 24 Hrs - 3
ME LAND	Months Since - UNK/NR	Make/Model - 113	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 243	Last 90 Days - 114
		Multi-Eng - 1603	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE MITSUBISHI MU-2B-35 LANDED AND DAMAGE WAS OBSERVED ON THE UNDERSIDE OF THE LEFT WING MIDWAY BETWEEN THE ENGINE AND TIP TANK AND OUTBOARD TO THE TIP TANK. FURTHER EXAMINATION OF THE WING SHOWED A BROKEN LOWER FRONT WING SPAR AND A BENT REAR LOWER WING SPAR. THE PILOT SAID HE ENCOUNTERED TURBULENCE WHILE CRUISING AT 250 KTS. HE SAID HE SLOWED TO 170 KTS AND THEN RESUMED SPEED TO 250 KTS. AFTER MITSUBISHI EXAMINED THE WING, THEY SAID THE DAMAGE WAS CAUSED BY EITHER A HARD LANDING OR LANDING WITH EXCESS FUEL IN THE TIP TANK. THEY ALSO SAID IT WAS LIKELY THAT THE AIRCRAFT HAD BEEN FLOWN SEVERAL TIMES WITH THE WING DAMAGE PRESENT.

Brief of Accident (Continued)

File No. - 1470

2/12/88

PHILADELPHIA,PA

A/C Reg. No. N339MA

Time (Lcl) - 1445 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WING,SKIN - BENT
2. WING,SPAR - BENT
3. WING,SPAR - CRACKED
4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - UNKNOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1479 2/23/88 WESTFIELD, PA A/C Reg. No. N3374F Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SABINVILLE, PA
Destination
WELLSBORO, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

SHARRETS
Runway Ident - 10
Runway Lth/Wid - 1500/ 24
Runway Surface - GRASS/TURF
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 547 Last 24 Hrs - 2
Make/Model- 326 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- 12
Multi-Eng - 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING A SOFT FIELD TAKEOFF WITH FULL POWER AND RIGHT RUDDER APPLIED. DURING GROUND RUN, THE TAIL OF THE AIRCRAFT STRUCK A SNOWBANK, PULLING THE AIRCRAFT INTO THE SNOW. WHEN THE LEFT MAIN GEAR HIT THE SNOW THE AIRCRAFT FLIPPED OVER ONTO ITS NOSE.

Brief of Accident (Continued)

File No. - 1479

2/23/88

WESTFIELD, PA

A/C Reg. No. N3374F

Time (Lc1) - 1630 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1561 10/29/88 SAN JUAN,PR A/C Reg. No. N5237Y Time (Lcl) - 1440 AST

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-VIRGIN AIR INC.	SUBSTANTIAL					
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-STANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING O-540-A1D5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	ST THOMAS,VI		LUIS MUNOZ MARIN INT'L	
Wind Dir/Speed	- 190/006 KTS			Runway Ident	- UNK/NR
Visibility	- 12.0 SM	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 9000 FT BROKEN	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 - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 2700	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 1	Make/Model - 40	Last 30 Days - UNK/NR
	Aircraft Type - PA-23	Instrument - 160	Last 90 Days - UNK/NR
		Multi-Eng - 170	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT NOTED AN EXPLOSION IN THE RIGHT WING DURING ENGINE START. HE STATED THAT THE AIRCRAFT HAD BEEN "TOPPED OFF" PRIOR TO THE FLIGHT. RESIDUE OF FUEL WAS FOUND IN THE WING OUTSIDE THE FUEL CELLS AFTER THE EXPLOSION.

Brief of Accident (Continued)

File No. - 1561

10/29/88

SAN JUAN, PR

A/C Reg. No. N5237Y

Time (Lcl) - 1440 AST

Occurrence #1 EXPLOSION

Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. FUEL SYSTEM, TANK - LEAK

----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. - 1503 7/07/88 NINETY SIX, SC A/C Reg. No. N6509E Time (Lcl) - 1947 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	1	0	0
Accident Occurred During	-DESCENT	NONE	Pass	0	1	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 175	Eng Make/Model	- CONTINENTAL G0-300-A	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-----

<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 - 6.0 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>HILTON HEAD, SC</p> <p>Destination</p> <p>GREENVILLE, SC</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>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 45</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-175</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 213</p> <p>Make/Model- 74</p> <p>Instrument- 3</p> <p>Multi-Eng - 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 8</p> <p>Last 90 Days- 30</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS CRUISING THE AIRPLANE AT 2,000 FEET AGL WHEN HE NOTED A LOSS OF OIL PRESSURE AND INCREASE IN OIL TEMPERATURE. HE ALSO NOTED A LOSS IN ENGINE POWER. HE ELECTED TO MAKE A LANDING OFF AIRPORT AND SET UP A PATTERN FOR THE SELECTED FIELD. THE AIRPLANE COLLIDED WITH TREES AND THE GROUND DURING THE LANDING APPROACH. THERE WERE OPEN AND LONGER FIELDS AVAILABLE ADJACENT TO THE SELECTED FIELD. THE #1 PISTON WAS BURNED THROUGH AND #5 PISTON SHOWED OVERHEAT. THE PLT INDICATED HE USED 3100 RPM IN CRUISE. THE OWNER MANUAL RECOMMENDS 2400-2900 RPM AT SEA LEVEL AND 2400-3050 RPM AT 5000 FT. THE IGNITION LEAD FOR A #1 CYLINDER SPARK PLUG DID NOT HAVE THE PROPER CONNECTOR.

Brief of Accident (Continued)

File No. - 1503

7/07/88

NINETY SIX, SC

A/C Reg. No. N6509E

Time (Lcl) - 1947 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. ENGINE ASSEMBLY, PISTON - BURNED
-

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)
 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1478 8/16/88 PAGELAND, SC A/C Reg. No. N21TP Time (Lcl) - 0735 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-BUSINESS	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	1	0	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass	2	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH 60	Eng Make/Model	- LYCOMING TIO-541-E1AC4	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6725	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 380 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ROCK HILL, SC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	PAGELAND
Wind Dir/Speed	- 230/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 6.0 SM	Type of Flight Plan	- 05
Lowest Sky/Clouds	- 14000 FT SCATTERED	Type of Clearance	- 3700/ 60
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- FOG		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAWN		

-----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	- 1250
SE LAND, ME LAND	Months Since - 12	Make/Model	- UNK/NR
	Aircraft Type - PA-30	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 AIRPLANE WAS OBSERVED TO APPROACH THE AIRPORT FROM THE NORTHWEST. AS IT CROSSED THE NORTHEAST END OF THE RUNWAY, IT INITIATED A RIGHT TURN TO CROSS THE RUNWAY ABOUT THE MIDPOINT TO A POSITION FOR A LEFT DOWNWIND FOR LANDING ON RUNWAY 5. ITS ALTITUDE WAS ESTIMATED TO BE ABOUT 200-300 FEET ABOVE THE GROUND AND THE LANDING GEAR WAS DOWN. THE WITNESS DID NOT OBSERVE THE AIRPLANE FURTHER. IT COLLIDED WITH THE GROUND ABOUT 0.4 MILES FROM THE THRESHOLD. THE MORNING SUN WAS ABOUT 10 DEGREES ABOVE THE HORIZON AND WAS ABOUT 33 DEGREES TO THE RIGHT OF THE RUNWAY CENTERLINE. IT WOULD HAVE BEEN IN THE PILOT'S FACE DURING HIS FLIGHT FROM THE LAST DEPARTURE POINT. THE LANDING RUNWAY SLOPED UPWARD FROM THE LANDING THRESHOLD. THE LOWER-THAN-NORMAL TRAFFIC PATTERN, THE SUN'S POSITION IN RELATION TO THE AIRPLANE FLIGHT PATH, AND THE RUNWAY SLOPE COULD HAVE CAUSED THE PILOT TO PERCEIVE HIS ALTITUDE AS BEING HIGHER THAN IT ACTUALLY WAS.

Brief of Accident (Continued)

File No. - 1478

8/16/88

PAGELAND, SC

A/C Reg. No. N21TP

Time (Lc1) - 0735 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. TERRAIN CONDITION - UPHILL
3. PROPER ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. VISUAL/AURAL DETECTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1574

8/17/88

DIMOCK, SD

A/C Reg. No. N71572

Time (Lcl) - 1930 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 ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-75-9
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/006 KTS
Visibility - 15.0 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

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

Age - 23

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 458

Make/Model- 26

Instrument- UNK/NR

Multi-Eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- 38

Last 90 Days- 90

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS GIVING AIRPLANE RIDES TO SOME NEIGHBORS FROM HIS PRIVATE AIRSTRIIP. HE HAD JUST TAKEN OFF WITH A NEW PAX. A WITNESS REPORTED OBSERVING THE ACFT SKIMMING CLOSE TO THE GROUND AFTER LIFTOFF, AND THEN THE ACFT CLIMBED QUICKLY. THE ACFT THEN BANKED SHARPLY TO THE RIGHT DURING WHICH TIME THE NOSE DROPPED AND THE ACFT DESCENDED RAPIDLY UNTIL IT IMPACTED THE GROUND. THE INVESTIGATION REVEALED THE ACFT WAS EQUIPPED WITH A HIGHER HORSEPOWER ENG THEN AUTHORIZED FOR THIS MODEL ACFT. THIS LARGER HORSEPOWER ENG REQUIRED MODIFICATIONS, I.E., ADDITION OF A ENG OPERATED FUEL PUMP AND A WOBBLE PUMP OR INSTALLATION OF OVERHEAD FUEL TANKS. THE PURPOSE OF THE MODIFICATIONS WAS TO INSURE ADEQUATE FUEL FLOW AND HEAD PRESSURE TO THE ENGINE. THESE MODIFICATIONS WERE NOT MADE. THE INVESTIGATION REVEALED THE INSIDE OF THE FUEL TANK BEHIND THE SEATS AND INSIDE OF THE FUEL LINES WERE RUSTY, RESTRICTING FUEL FLOW.

Brief of Accident (Continued)

File No. - 1574

8/17/88

DIMOCK,SD

A/C Reg. No. N71572

Time (Lc1) - 1930 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL SYSTEM - PRESSURE TOO LOW
3. FUEL SYSTEM,LINE - CONTAMINATION
4. FUEL SYSTEM,LINE - CORRODED
5. FUEL SYSTEM,LINE - BLOCKED(PARTIAL)
6. POWERPLANT - INCORRECT
7. MAINTENANCE,MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,7,8,9

Factor(s) relating to this accident is/are finding(s) 2,6,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1534 9/20/88 WINNER,SD A/C Reg. No. N44HV Time (Lcl) - 1255 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

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

1

4

-----Aircraft Information-----

Make/Model - CESSNA 421B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7450
No. of Seats - 6

Eng Make/Model - CONTINENTAL GTSIO-520-B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/006 KTS
Visibility - 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
DETROIT,MI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WILEY
Runway Ident - 13
Runway Lth/Wid - 3900/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND,SE SEA

Age - 58

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - C-421B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2128 Last 24 Hrs - 0
Make/Model- 700 Last 30 Days- 23
Instrument- UNK/NR Last 90 Days- 40
Multi-Eng - 1260 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE PLT AND 4 PAX WERE ATTEMPTING TAKEOFF ON RWY 13, A 3,900 X 30 FT ASPHALT RWY. THE PLT SAID THE ACFT ACCELERATED TO 100 KNOTS BUT HE COULD NOT RAISE THE NOSE FOR LIFT OFF. THE PLT SAID HE ABORTED THE TAKEOFF AND INTENTIONALLY GROUND LOOPED TO THE RT; HOWEVER, A WITNESS REPORTED THAT THE ACFT LEFT THE RWY AT HIGH SPEED AND THE ENGINES SOUNDED AS IF THEY WERE AT FULL POWER. A POST ACCIDENT INVESTIGATION BY AN FAA INVESTIGATOR REVEALED NO EVIDENCE OF PRE-ACCIDENT FAILURE OR MALFUNCTION. THE INVESTIGATOR SAID THAT THE GROUND IMPRESSIONS SHOWED NO INDICATION OF BRAKING AND INDICATED THE NOSE GEAR COLLAPSED 400 FEET BEYOND THE RWY. A SHORT DISTANCE FARTHER, THE MAIN GEAR COLLAPSED. THE ACFT CAME TO REST IN A DITCH, 900 FEET AFTER LEAVING THE RWY AND SLIGHTLY RIGHT OF THE EXTENDED RWY CENTER LINE. IN A POST ACC INTERVIEW CONCERNING THE CONTROLS POSSIBLY BEING LOCKED THE PLT STATED THAT THE CONTROL LOCK HAD BEEN MISSING FOR "SEVERAL WEEKS."

Brief of Accident (Continued)

File No. - 1534

9/20/88

WINNER,SD

A/C Reg. No. N44HV

Time (Lc1) - 1255 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAKEOFF - ABORTED

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1473 5/10/88 ELIZABETHTON, TN A/C Reg. No. N8641V Time (Lcl) - 1355 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
2
0

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-C2E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 260/009 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

ELIZABETHTON
Runway Ident - 24
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND,SE SEA

Age - 49
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 14816 Last 24 Hrs - 5
Make/Model- 597 Last 30 Days- UNK/NR
Instrument- 477 Last 90 Days- 146
Multi-Eng - 1187

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS BEING ACCOMPLISHED TO REFAMILIARIZE THE COMMERCIAL PLT WITH THE AIRPLANE PRIOR TO COMPLETING THE REMAINDER OF THE TRAINING CURRICULUM. ONE TAKEOFF AND LDG HAD BEEN COMPLETED WITHOUT INCIDENT. DURING THE SECOND APPROACH TO LANDING, IT WAS RELATED THAT THE APCH WAS NORMAL WITH THE AIRSPEED SOMEWHAT ABOVE 1.3VS. THE STUDENT FLARED THE ACFT TO A THREE POINT ATTITUDE AND THE WHEELS EITHER TOUCHED DOWN OR BRUSHED THE RUNWAY. AT THIS POINT, THE RIGHT WING WAS PICKED UP AND COULD NOT BE CONTROLLED BY USE OF THE AILERONS. THE ACFT TURNED ABOUT 45 DEG TO THE RWY AND FULL POWER WAS APPLIED. THE WHEELS COLLIDED WITH A 4 1/2 TO 5 FT RISE IN THE GROUND AND TURNED BACK TOWARD THE RWY. THE LEFT MAIN GEAR COLLAPSED AND THE LEFT WING SPARS WERE BROKEN. NO INJURIES WERE REPORTED.

Brief of Accident (Continued)

File No. - 1473

5/10/88

ELIZABETHTON, TN

A/C Reg. No. N8641V

Time (Lcl) - 1355 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ABORTED

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

-----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. - 1411 1/04/88 MIDLAND, TX

A/C Reg. No. N6576C

Time (Lcl) - 0949 CST

-----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
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 414A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 8

Eng Make/Model - CONTINENTAL TS10-520-NB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed - 050/015 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ROSWELL, NM

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 11000	Last 24 Hrs	- UNK/NR
Make/Model	- 34	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- 5000	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH POWER LINES AND THE GROUND SHORTLY AFTER TAKEOFF DURING INSTRUMENT CONDITIONS. THE ONLY EVIDENCE OF A MALFUNCTION OR FAILURE WHICH WAS FOUND WAS THE GYRO FOR THE PILOT'S ATTITUDE INDICATOR WHICH HAD NO INDICATION OF ROTATION AT IMPACT. THE PREVIOUS PILOT STATED THAT HE NORMALLY PULLED THE AC CIRCUIT BREAKER AFTER LANDING, THAT THE BREAKER SUPPLIED VOLTAGE TO THE PILOT'S ATTITUDE INDICATOR, AND THAT HE TOLD THE NEW PILOT OF THIS PROCEDURE WHICH WAS NOT ON THE AIRCRAFT'S CHECKLIST. THIS WAS THE NEW PILOT'S FIRST INSTRUMENT FLIGHT IN THIS AIRCRAFT. THE ACCIDENT OCCURRED IN A RESIDENTIAL AREA.

Brief of Accident (Continued)

File No. - 1411

1/04/88

MIDLAND, TX

A/C Reg. No. N6576C

Time (Lcl) - 0949 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, ATTITUDE GYRO - DISCONNECTED
 2. ATTITUDE INDICATOR - NOT CORRECTED - PILOT IN COMMAND
 3. SPATIAL DISORIENTATION - PILOT IN COMMAND
 4. WEATHER CONDITION - FOG
 5. WEATHER CONDITION - LOW CEILING
 6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - RESIDENTIAL AREA
 8. OBJECT - WIRE, TRANSMISSION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6

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. - 1435 9/22/88 KERRVILLE, TX A/C Reg. No. N3621K Time (Lcl) - 1438 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
IN FLIGHT

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
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-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 12.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN ANTONIO, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 44
Biennial Flight Review
Current - NO
Months Since - 26
Aircraft Type - PA-28

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 695
Make/Model- 610
Instrument- 46
Multi-Eng - 40

Last 24 Hrs - UNK/NR
Last 30 Days- 2
Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL PLT WAS 6 MILES FROM HIS RANCH AND NOTED SMOKE IN THE COCKPIT, ACCOMPANIED BY A ROUGH RUNNING ENGINE. HE TURNED BACK TO THE RANCH FOR A FORCED LANDING. HE OVERFLEW THE LANDING AREA, DECIDED HE WAS TOO HIGH FOR LANDING AND TURNED FOR ANOTHER APPROACH. ENGINE PERFORMANCE WAS DETERIORATING, AND THE SECOND APPROACH WAS TOO LOW. THE PLT STALLED THE ACFT JUST PRIOR TO IMPACT WITH A TREE ON THE APPROACH PATH. THE ACFT CAME TO REST 20 YARDS SHORT OF THE LANDING STRIP. THE PLT SAW FLAMES FROM THE ENGINE AREA AND EXITED THE PLANE. HE ATTEMPTED TO EXTINGUISH THE FIRE WITH DIRT, TO NO AVAIL. A POST ACCIDENT INSPECTION BY AN FAA INVESTIGATOR REVEALED EVIDENCE THAT THE EXHAUST MUFFLER HAD SPLIT.

Brief of Accident (Continued)

File No. - 1435

9/22/88

KERRVILLE, TX

A/C Reg. No. N3621K

Time (Lcl) - 1438 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM, MUFFLER - CRACKED
 2. POWERPLANT - FAILURE, PARTIAL
 3. FUSELAGE, CREW COMPARTMENT - SMOKE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)
 5. PLANNED APPROACH - POOR - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1408 10/15/88 FRIENDSWOOD, TX A/C Reg. No. N7054F Time (Lcl) - 1354 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TOMBALL, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CLOVER
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 10
		Instrument- 0
		Last 30 Days- 14
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DESCENDED FROM 1450 FEET TO 1000 FEET AND ENTERED THE TRAFFIC PATTERN. JUST BEFORE TURNING BASE, HE APPLIED CARBURETOR HEAT AND TEN SECONDS LATER THE ENGINE LOST POWER AND QUIT. UNSUITABLE TERRAIN MADE THE FORCED LANDING A HARD LANDING. AN AIRWORTHINESS INSPECTION OF THE SYSTEMS WAS MADE AND NO PRE-IMPACT PROBLEMS WERE IDENTIFIED. THE ENGINE WAS OPERATED NORMALLY FOR APPROXIMATELY ONE MINUTE. WX CONDITIONS HAD A TEMP/DEN POINT COMBINATION THAT WERE FAVORABLE FOR MODERATE CARB ICE DURING CRUISE & SERIOUS ICING DURING GLIDE POWER ON THE DAY OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1408

10/15/88

FRIENDSWOOD, TX

A/C Reg. No. N7054F

Time (Lc1) - 1354 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1412 10/22/88 LONGVIEW, TX A/C Reg. No. N79373 Time (Lcl) - 1008 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-DESCENT	IN FLIGHT	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- MOONEY M20E	Eng Make/Model	- LYCOMING IO-360-A1A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2575	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ST AUGUSTINE, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	GILMER, TX	
Wind Dir/Speed	- 150/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 6.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 763	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 3	Make/Model - UNK/NR	Last 30 Days - 15
	Aircraft Type - PA-34	Instrument - 76	Last 90 Days - 89
		Multi-Eng - 145	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS IN CRUISE FLIGHT WHEN THE PILOT TRANSMITTED THAT HE HAD SMOKE IN THE COCKPIT. 53 SECONDS LATER CONTACT WAS LOST. THE NOSE AND LEFT WING WERE SLIGHTLY DOWN WHEN THE ACFT STRUCK TREES AND TERRAIN AT HIGH SPEED. FIRE STARTED SEVERAL MINUTES AFTER IMPACT. INVESTIGATION INDICATED THERE HAD BEEN HEAVY SMOKE AND POSSIBLE SHORT DURATION FLASH FIRE OF UNDETERMINED ORIGIN. ONE GROUP OF WIRES WAS FOUND WITH BURNED INSULATION AND WITH ONE WIRE ELECTRICALLY MELTED IN TWO.

Brief of Accident (Continued)

File No. - 1412

10/22/88

LONGVIEW, TX

A/C Reg. No. N79373

Time (Lc1) - 1008 CDT

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - SHORTED
 2. ELECTRICAL SYSTEM, ELECTRIC WIRING - FIRE
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

3. FUSELAGE, CREW COMPARTMENT - SMOKE
 4. SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1409	10/27/88	DICKENS, TX	A/C Reg. No. N7463F	Time (Lc1) - 0930 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries			
Type of Operation - PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During -DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING H10-360-DIA	ELT Installed/Activated - NO -N/A
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 - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 235/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 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 - 10000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2373
	Months Since - 12	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - H-269C	Make/Model- 2373
		Last 30 Days- 91
		Instrument- UNK/NR
		Last 90 Days- 155
		Rotorcraft - 2373
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS INSPECTING A HERD OF CATTLE WHEN HE THOUGHT THE HELICOPTER WAS DEVELOPING A PROBLEM WITH THE ENGINE AND MAIN ROTOR. HE STARTED AN AUTOROTATION, LOST TAIL ROTOR CONTROL, AND WENT INTO A LEFT SPIN WHICH CONTINUED TO CONTACT WITH THE GROUND. INVESTIGATION INDICATED AN IN-FLIGHT LOSS OF THE TAIL ROTOR DUE TO A SHIFT OF THE TAIL BOOM AFTER FAILURE OF THE LEFT BOOM SUPPORT TUBE FITTING.

Brief of Accident (Continued)

File No. - 1409

10/27/88

DICKENS, TX

A/C Reg. No. N7463F

Time (Lc1) - 0930 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MISC ROTORCRAFT, TAIL PYLON - FAILURE, TOTAL
 2. MISC ROTORCRAFT, TAIL BOOM - BENT
 3. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GROUND
-

----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. - 1413 11/11/88 POWDERLY, TX A/C Reg. No. N8394K Time (Lcl) - 1340 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
			2		0

-----Aircraft Information-----

Make/Model - STINSON 108-1	Eng Make/Model - FRANKLIN 6A4-150-B3	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2078	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- 120/014 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 2200 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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data POWDERLY</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 2945/ 38</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) PRIVATE SE LAND</p>	<p>Age - 59</p> <p>Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - 108-1</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours) Total - 2300 Make/Model- UNK/NR Instrument- UNK/NR Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 8 Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS RECEIVING HIS BIENNIAL FLIGHT REVIEW AND WAS ON APPROACH TO THE AIRPORT WHEN HE HEARD A LOUD SNAP AND LOST ELEVATOR CONTROL. HE WAS ABLE TO PUT THE AIRPLANE DOWN ON THE RUNWAY, BUT COULD NOT GET THE TAIL DOWN. WHEN HE APPLIED THE BRAKES, THE AIRCRAFT FLIPPED FORWARD TO THE INVERTED POSITION. INVESTIGATION REVEALED THE ARM BETWEEN THE ELEVATOR AND THE BELL CRANK WAS BROKEN. FURTHER INVESTIGATION INDICATED THERE HAD BEEN WATER INSIDE THE ARM WHICH HAD RUSTED THROUGH TO THE OUTSIDE.

Brief of Accident (Continued)

File No. - 1413

11/11/88

POWDERLY, TX

A/C Reg. No. N8394K

Time (Lcl) - 1340 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. FLIGHT CONTROL, ELEVATOR ATTACHMENT - CORRODED
2. FLIGHT CONTROL, ELEVATOR ATTACHMENT - FAILURE, TOTAL
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1458 7/13/88 KANOSH,UT

A/C Reg. No. N3541Z

Time (Lcl) - 1215 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-22-150

Eng Make/Model - LYCOMING O-320-A2B

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 50.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FILLMORE,UT

Destination

CHANDLER,AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 53

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 10

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT OBTAINED WX BRIEFING AND FILED VFR FLT PLAN FROM BURLEY, ID, TO CHANDLER, AZ, WITH ENROUTE REFUELING STOP AT FILLMORE, UT. PLT LANDED ON DIRT ROAD AT FILLMORE AND TAXIIED ACFT TO ROADSIDE TRUCK STOP. ACFT SERVICED WITH AUTO GAS. ACFT DEPARTED FILLMORE BUT DID NOT ARRIVE AT DESTINATION. CAP SEARCH WAS NEGATIVE. DEER HUNTERS FOUND WRECKAGE ON 10-22-88. ACFT CLIPPED TOP OF 30-FT PINE TREE AND CRASHED AGAINST CREEK EMBANKMENT ON MAGNETIC HDG OF 360 DEG. WRECKAGE SLID DOWN EMBANKMENT AND CAME TO REST INVERTED IN MIDDLE OF CREEK BED. THERE WAS INTENSE BUT CONFINED FIRE AFTER IMPACT. CRASH SITE IS IN BOX CANYON AT 8400-FT LEVEL. ACFT COMPUTED RATE-OF-CLIMB AT ESTIMATED DENSITY ALTITUDE OF 11,000 FT WAS 270 FPM. PLT HAD MENTIONED TO WIFE HE MIGHT TAKE SON SIGHTSEEING ON TRIP HOME.

Brief of Accident (Continued)

File No. - 1458

7/13/88

KANOSH,UT

A/C Reg. No. N3541Z

Time (Lcl) - 1215 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 5. OBJECT - TREE(S)
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - BOX CANYON
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1556 10/20/88 LAKETOWN,UT A/C Reg. No. N6069U Time (Lcl) - 1530 MDT

-----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	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-60-601P	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SALT LAKE CITY,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 12150
SE LAND,ME LAND	Months Since - 17	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DEPARTED SALT LAKE CITY ON A PLEASURE FLT TO BEAR LAKE TO OVERFLY A HOME THAT HE OWNED. WITNESSES NEAR THE ACC SITE STATED THEY SAW THE ACFT CIRCLE OVER THE HOUSE AND THEN DEPART THE AREA OVER A RIDGE OF MTNS. THE ACFT TURNED OUT OVER THE LAKE AND WAS IN STRAIGHT AND LEVEL FLT SHORTLY BEFORE IT DESCENDED AT A STEEP ANGLE INTO THE WATER. THE AUTOPSY PERFORMED ON THE PLT REVEALED CORONARY ARTERIOSCLEROSIS. THE ASST MEDICAL EXAMINER STATED IN THE AUTOPSY REPORT THE PLT "MAY HAVE BEEN RENDERED INCAPACITATED BY AN ACUTE CARDIAC ARRHYTHMIA."

Brief of Accident (Continued)

File No. - 1556

10/20/88

LAKETOWN,UT

A/C Reg. No. N6069U

Time (Lc1) - 1530 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

1. INCAPACITATION(OTHER CARDIOVASCULAR) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1457 11/08/88 LEESBURG, VA A/C Reg. No. N93031 Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT			0	0	0
					2
					0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1675	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEESBURG
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 75
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 7500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 3025
SE LAND,ME LAND	Months Since - 15	Make/Model- 1700
	Aircraft Type - C-152	Instrument- 217
		Multi-Eng - 100
		Last 24 Hrs - 2
		Last 30 Days- 22
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT & INSTRUCTOR (CFI) MADE A NORMAL APCH AT 60 KIAS WITH 30 DEGS OF FLAPS. WHEN APRX 100 TO 200 FT AGL, THE ACFT BEGAN TO DESCEND BELOW THE DESIRED GLIDEPATH. THE STUDENT ADDED POWER AND INCREASED PITCH ATTITUDE. THE ACFT CONTINUED TO DESCEND AND THE AIRSPEED DECREASED TO 40 KIAS. THE CFI SAID HE TOOK CONTROL OF THE ACFT AS IT BEGAN TO STALL AND LOWERED THE NOSE TO INCREASE AIRSPEED; HOWEVER, THE ACFT CONTINUED TO DESCEND. IT CONTACTED THE TERRAIN IN A NOSE LOW, LEFT WING LOW ATTITUDE. NEITHER PILOT REPORTED ANY MECHANICAL FAILURE OR MALFUNCTION OF THE ACFT.

Brief of Accident (Continued)

File No. - 1457

11/08/88

LEESBURG, VA

A/C Reg. No. N93031

Time (Lc1) - 1300 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - INADEQUATE - DUAL STUDENT
2. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
3. ABORT - DELAYED - PILOT IN COMMAND(CFI)
4. STALL/MUSH

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. - 1462 11/12/88 TOPPING,VA A/C Reg. No. N73114 Time (Lcl) - 1533 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-HUMMEL AVIATION SERVICE,	MINOR					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-APPROACH		Other	0	0	0	2

-----Aircraft Information-----

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520-DCF	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	TANGIER ISLAND,VA		HUMMEL AIRPORT	
Wind Dir/Speed	- 180/010 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
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	Total	- 564
SE LAND,ME LAND	Months Since	Make/Model	- 36
	Aircraft Type	Instrument	- 64
		Multi-Eng	- 66
		Last 24 Hrs	- 1
		Last 30 Days	- 100
		Last 90 Days	- 228
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF N76470 DEPARTED ON RWY 18 AND FOLLOWED THE NOISE ABATEMENT PROCEDURE BEFORE TURNING DOWNWIND FOR RWY 18. THE PILOT OF N73114 DEPARTED THE GRASS RWY 18 AND FLEW THE NOISE ABATEMENT PROCEDURE PRIOR TO TURNING TO A HEADING OF 070 DEG TO DEPART THE AREA. THE PILOT OF N73114 STATED HIS ATTENTION WAS DRAWN TO CHANGING THE RADIO FREQ WHEN HIS PASSENGER ALERTED HIM TO ANOTHER ACFT TO HIS RIGHT. HE STATED THAT BY THE TIME HE SAW THE ACFT THE COLLISION HAD OCCURRED. THE PLT OF N76470 STATED HE DID NOT SEE N73114 UNTIL AFTER THE COLLISION. N76470 WAS APRX 1/3 THE WAY DOWN THE DOWNWIND LEG AND N73114 WAS PASSING ACROSS THE DOWNWIND LEG WHEN THE ACCIDENT OCCURRED AT APRX 800 FT MSL. BOTH ACFT RETURNED AND LANDED AT HUMMEL AIRPORT WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1462

11/12/88

TOPPING,VA

A/C Reg. No. N73114

Time (Lc1) - 1533 EST

Occurrence #1

MIDAIR COLLISION

Phase of Operation

TAKEOFF - INITIAL CLIMB

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. DIVERTED ATTENTION - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1462 11/12/88 TOPPING, VA A/C Reg. No. N76470 Time (Lcl) - 1533 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
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 120
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES-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- 180/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HUMMEL AIRPORT
Runway Ident - 18
Runway Lth/Wid - 2500/ 45
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-120

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 697	Last 24 Hrs	- 2
Make/Model-	66	Last 30 Days-	8
Instrument-	UNK/NR	Last 90 Days-	19
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF N76470 DEPARTED ON RWY 18 AND FOLLOWED THE NOISE ABATEMENT PROCEDURE BEFORE TURNING DOWNWIND FOR RWY 18. THE PILOT OF N73114 DEPARTED THE GRASS RWY 18 AND FLEW THE NOISE ABATEMENT PROCEDURE PRIOR TO TURNING TO A HEADING OF 070 DEG TO DEPART THE AREA. THE PILOT OF N73114 STATED HIS ATTENTION WAS DRAWN TO CHANGING THE RADIO FREQ WHEN HIS PASSENGER ALERTED HIM TO ANOTHER ACFT TO HIS RIGHT. HE STATED THAT BY TIME HE SAW THE ACFT THE COLLISION HAD OCCURRED. THE PLT OF N76470 STATED HE DID NOT SEE N73114 UNTIL AFTER THE COLLISION. N76470 WAS APRX 1/3 THE WAY DOWN THE DOWNWIND LEG AND N73114 WAS PASSING ACROSS THE DOWNWIND LEG WHEN THE ACCIDENT OCCURRED AT APRX 800 FT MSL. BOTH ACFT RETURNED AND LANDED AT HUMMEL AIRPORT WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1462

11/12/88

TOPPING, VA

A/C Reg. No. N76470

Time (Lcl) - 1533 EST

Occurrence #1

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
2. DIVERTED ATTENTION - PILOT OF OTHER AIRCRAFT
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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1489 11/19/88 PORT ROYAL, VA A/C Reg. No. N8215P Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0
Accident Occurred During	-LANDING						1

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1C5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	WASHINGTON, DC	
Completeness	Destination	Airport Data
Basic Weather	PORTSMOUTH, VA	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
Lowest Ceiling	- NONE	- ASPHALT
Obstructions to Vision	- PRECAUTIONARY LANDING	Runway Status
Precipitation		- DRY
Condition of Light		

-----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
SE LAND	Months Since	- 1	- 202
	Aircraft Type	- PA-24	Make/Model
			- 44
			Instrument
			- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RECEIVED A WX BRIEFING WHICH FORECAST IFR AFTER 1800 EST. HE DEPARTED DCA IN LIGHT DRIZZLE CONDITIONS. ARPX 35 NM FROM DCA, RADAR SERVICE WAS TERMINATED AND THE PLT ATTEMPTED TO CONTACT ATC TO NO AVAIL. HE REPORTED THAT NEAR THE BROOK VOR THE VOR NEEDLE WAS MOVING SLUGGISHLY AND THE AMMETER SHOWED A STRONG DISCHARGE. THE PLT STATED HE NOTED THE DG NOT WORKING. DUE TO THE DECREASE IN CEILING HE MADE A DESCENT TO 1000 FT MSL TO REMAIN VFR. AFTER 2 OR 3 MINUTES THE PLT MADE A 180 DEG TURN TO REMAIN VFR AND NOTED THE CEILING HAD DECREASED AROUND HIM AND HE WAS IN AN OPEN AREA APRX 1 TO 2 MILES WIDE. DURING THE TURN, PLT NOTED ARTIFICIAL HORIZON TUMBLED. HE ELECTED TO MAKE A PRECAUTIONARY LANDING ON A ROAD DURING WHICH THE LEFT WING CONTACTED A STOP SIGN RESULTING IN SUBSTANTIAL DAMAGE. POST ACCIDENT INSPECTION OF ACFT FAILED TO REVEAL ANY FAILURE OR MALFUNCTION OF THE ELECTRICAL OR VACUUM SYSTEM OTHER THAN THE BATTERY WAS NEARLY DRAINED.

Brief of Accident (Continued)

File No. - 1489

11/19/88

PORT ROYAL,VA

A/C Reg. No. N8215P

Time (Lcl) - 1600 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
 3. WEATHER CONDITION - HAZE/SMOKE
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

4. GENERATOR - NOT SELECTED - PILOT IN COMMAND
 5. ELECTRICAL SYSTEM, BATTERY - OUTPUT LOW
 6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - SIGN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1535 2/29/88 WEST DOVER, VT A/C Reg. No. N83459 Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-160	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WILKES BARRE, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MOUNT SNOW
Wind Dir/Speed- UNK/NR		Runway Ident - 19
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 2650/ 75
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 185
SE LAND	Months Since - 4	Make/Model- 29
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PA-28 LANDED SHORT OF THE RUNWAY AND STRUCK A SNOWBANK RECEIVING SUBSTANTIAL DAMAGE. THE PILOT WHEN INTERVIEWED BY THE FAA SAID THE ENGINE DID NOT MISS AND WASN'T CUTTING OUT AND THAT HE WOULD HAVE TO "TAKE THE MAJORITY OF THE BLAME". ON NTSB FORM 6120.1, HE SAID THE ENGINE WAS MISSING.

Brief of Accident (Continued)

File No. - 1535

2/29/88

WEST DOVER, VT

A/C Reg. No. N83459

Time (Lcl) - 1530 EST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 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. - 1550 3/06/88 NEWPORT,VT A/C Reg. No. N8428L Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 003 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ICE
Runway Status - SOFT
HOLES

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 64

Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 667	Last 24 Hrs	- 1
Make/Model-	667	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	3
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL OUT ON A FROZEN LAKE. THE NOSE WHEEL CONTACTED A SOFT SPOT IN THE ICE AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1550

3/06/88

NEWPORT, VT

A/C Reg. No. N8428L

Time (Lc1) - 1330 EDT

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - WEAK ICE
-

-----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. - 1465 10/01/88 ELIZA ISLAND, WA A/C Reg. No. N6314F Time (Lcl) - 1840 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA/ROBERTSON 337A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4200
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 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- 010/015 KTS
Visibility - 8.0 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
SEATTLE, WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

ELIZA
Runway Ident - 35
Runway Lth/Wid - 1600 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - C-337

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 591	Last 24 Hrs	- UNK/NR
Make/Model-	366	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	11
Multi-Eng	- 366	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS CESSNA/ROBERTSON 337 WAS DEPARTING FROM A 1600 FOOT GRASS STRIP IN VFR CONDITIONS. THERE WERE GUSTING HEAD WINDS ESTIMATED AT 15 KNOTS. AT THE MIDPOINT OF THE RUNWAY THE AIRCRAFT MADE A STEEP CLIMBING LEFT TURN, STALLING AFTER ABOUT 180 DEGREES OF TURN. THE ACFT NOSE DROPPED AND THE ACFT DESCENDED VERTICALLY TO THE GROUND. WITNESSES ESTIMATED THE MAX HEIGHT GAINED WAS FROM 100-250 FT AGL. THEY DESCRIBED THE ENG NOISE AS LOUD AND CONSTANT FROM TAKEOFF UNTIL THE CRASH. THE ACFT CAME TO REST ABOUT 400 FT WEST OF THE RWY MIDPOINT IN LEVEL TERRAIN.

Brief of Accident (Continued)

File No. - 1465

10/01/88

ELIZA ISLAND, WA

A/C Reg. No. N6314F

Time (Lc1) - 1840 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. MANEUVER - IMPROPER - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1569 10/02/88 PROSSER,WA A/C Reg. No. N1817M Time (Lcl) - 1215 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire

ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520R9
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 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
PULLMAN,WA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - ROUGH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - C-210M

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 796
Make/Model- 450
Instrument- UNK/NR
Multi-Eng - 0
Last 24 Hrs - 0
Last 30 Days- 9
Last 90 Days- 21
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT WAS ON INITIAL CLIMB AFTER TAKEOFF AT 400 AGL WHEN THE ENGINE QUIT. DURING THE ENSUING FORCED LANDING, THE AIRCRAFT IMPACTED ON AN INTERSTATE HIGHWAY PERPENDICULAR TO THE ROADWAY, BOUNCED INTO OPEN PASTURE LAND, IMPACTED A ROCK BERM AND BURST INTO FLAMES. EXAMINATION OF THE AIRCRAFT REVEALED EVIDENCE OF FUEL SYSTEM CONTAMINATION.

Brief of Accident (Continued)

File No. - 1569

10/02/88

PROSSER,WA

A/C Reg. No. N1817M

Time (Lcl) - 1215 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. MAINTENANCE - 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. 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. - 1572 10/04/88 EAST SOUND, WA

A/C Reg. No. N803BA

Time (Lcl) - 0952 PDT

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-SAN JUAN AIRLINES	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	None	2
Accident Occurred During	-MANEUVERING						2

-----Aircraft Information-----

Make/Model	- BEECH B-99A	Eng Make/Model	- P & W PT6A-27	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10900	Engine Type	- TURBOPROP		
No. of Seats	- 17	Rated Power	- 680 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	OFF AIRPORT/STRIP	
Method	- TELEPHONE		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- IMC	Runway Ident	- N/A
Wind Dir/Speed	- 090/003 KTS	Runway Lth/Wid	- N/A
Visibility	- 1.250 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- PART OBS	Runway Status	- N/A
Lowest Ceiling	- 700 FT OVERCAST		
Obstructions to Vision	- FOG		
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)	
ATP, CFI	Current - YES	Total	- 4320
SE LAND, ME LAND	Months Since - 3	Make/Model	- 500
	Aircraft Type - B-99	Instrument	- 520
		Multi-Eng	- 2670
		Last 24 Hrs	- 7
		Last 30 Days	- 85
		Last 90 Days	- 247
		Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CREW ELECTED TO DEPART THE AIRPORT UNDER A SPECIAL VFR CLEARANCE. WX AT THE DEPARTURE AIRPORT WAS 700 FT OVC WITH VISIBILITY 1 AND 1/4 MILES. THE DESTINATION AIRPORT WAS WITHIN 25 NAUTICAL MILES OF THE DEPARTURE AIRPORT AND WAS REPORTING A BKN CEILING OF 6 TO 800 FT AND 3 MILES VISIBILITY. THE CREW WAS IN THE PROCESS OF OBTAINING AN IFR CLEARANCE WHEN THE PILOT ON THE CONTROLS OBSERVED TREES IN THE FLIGHT PATH. THE AIRCRAFT COLLIDED WITH TREES DURING A CLIMBING RIGHT TURN. THE CREW SUBSEQUENTLY OBTAINED AN IFR CLEARANCE AND RETURNED TO THE DEPARTURE AIRPORT UNEVENTFULLY.

Brief of Accident (Continued)

File No. - 1572

10/04/88

EAST SOUND, WA

A/C Reg. No. N803BA

Time (Lcl) - 0952 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
4. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
5. VISUAL LOOKOUT - NOT POSSIBLE -
6. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - COPILOT/SECOND PILOT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1565 12/14/88 MONROE, WA A/C Reg. No. N51386 Time (Lcl) - 1710 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
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	FIRSTAIR
Wind Dir/Speed- 320/007 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 30
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - UNK/NR
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 618
SE LAND	Months Since - 16	Make/Model- 64
	Aircraft Type - B-35	Instrument- 102
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 12
		Last 90 Days- 33
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS LNDG ON UNLIT STRIP (CENTER REFLECTORS) AT NIGHT AND ALLOWED ACFT TO DRIFT LEFT ON LNDG ROLL. ACFT CONTACTED DIRT MOUND ADJACENT TO RUNWAY.

Brief of Accident (Continued)

File No. - 1565

12/14/88

MONROE,WA

A/C Reg. No. N51386

Time (Lcl) - 1710 PST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - BERM
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. LIGHT CONDITION - NIGHT
-

-----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. - 1467 12/24/88 SPOKANE,WA A/C Reg. No. N4954W Time (Lcl) - 0620 PST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-METHOW AVIATION, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,MAIL ONLY	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BEECH 99A	Eng Make/Model	- P & W PT6A-27	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10400	Engine Type	- TURBOPROP		
No. of Seats	- 1	Rated Power	- 550 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	PORTLAND,OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SPOKANE INT'L
Wind Dir/Speed- 050/009 KTS		Runway Ident - 21
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type of Clearance - IFR	Runway Status - ICE COVERED
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 19512
SE LAND,ME LAND	Months Since - 4	Make/Model- 618
	Aircraft Type - B-99A	Instrument- 1000
		Multi-Eng - 8500
		Last 24 Hrs - 3
		Last 30 Days- 63
		Last 90 Days- 99
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS LEFT OVERNIGHT IN HEAVY PRECIP. PLT FAILED TO ENSURE FUSELAGE DRAINS WERE CLEAR AND WATER ACCUMULATION DRAINED BEFORE DEPARTING INTO BELOW FREEZING FLIGHT TEMPS. ON LNDG AT DEST, PLT UNABLE TO ACHIEVE FLARE, RESULTING IN HARD LNDG. INVESTIGATION REVEALED ELEVATOR CABLES AND PULLEYS FROZEN IN SOLID BLOCK OF ICE AT FUSELAGE LOW POINT.

Brief of Accident (Continued)

File No. - 1467

12/24/88

SPOKANE, WA

A/C Reg. No. N4954W

Time (Lc1) - 0620 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - FROZEN
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - TEMPERATURE EXTREMES

Occurrence #2 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1436 1/03/88 STANLEY,WI A/C Reg. No. N863A Time (Lcl) - 1425 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1850
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MENOMONIE,WI
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

BOYD
Runway Ident - 36
Runway Lth/Wid - 1400/ 11
Runway Surface - SNOW
Runway Status - SNOW - CRUSTED

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 43
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total	-	28	Last 24 Hrs - 2
Make/Model-	28		Last 30 Days- UNK/NR
Instrument-	0		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS IN CRUISE WHEN THE OIL PRESSURE DROPPED AND OIL COVERED THE WINDSCREEN. A FORCED LANDING WAS EXECUTED. THE AIRCRAFT STRUCK A SNOW COVERED DITCH AND FLIPPED OVER. INSPECTION REVEALED THAT THE ENGINE BREATHER TUBE WAS FROZEN OVER. THE BREATHER TUBE WAS AN UNAPPROVED INSTALLATION OF A GARDEN HOSE BY UNKNOWN PERSONS.

Brief of Accident (Continued)

File No. - 1436

1/03/88

STANLEY, WI

A/C Reg. No. N863A

Time (Lcl) - 1425 CST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - HOLDING(IFR)

Finding(s)

1. LUBRICATING SYSTEM,OIL TUBING - IMPROPER
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. LUBRICATING SYSTEM,OIL TUBING - FROZEN
4. LUBRICATING SYSTEM - LEAK
5. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
7. TERRAIN CONDITION - DITCH
8. TERRAIN CONDITION - FROZEN

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1493

1/24/88

FOND DU LAC, WI

A/C Reg. No. N75716

Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172N

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2220

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- 240/007 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

SKYPORT

Runway Ident - 27

Runway Lth/Wid - 3600/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 49

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 56 Last 24 Hrs - UNK/NR

Make/Model- 56 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE 56 HOUR STUDENT PILOT LOST DIRECTIONAL CONTROL AFTER LANDING. THE AIRCRAFT VEERED TO THE LEFT AND STRUCK A SNOWBANK ALONG THE LEFT SIDE OF THE RUNWAY, THEN FLIPPED OVER. WINDS WERE REPORTED FROM THE WEST SOUTHWEST AT 5 TO 10 KNOTS.

Brief of Accident (Continued)

File No. - 1493

1/24/88

FOND DU LAC, WI

A/C Reg. No. N75716

Time (Lc1) - 1500 CST

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 RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOWBANK

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

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. - 1488 2/09/88 WIS. RAPIDS,WI A/C Reg. No. N3790T Time (Lcl) - 1210 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-180	Eng Make/Model - LYCOMING IO-360-B1E	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
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	CORNELL,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SOUTH WOOD COUNTY
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - CRUSTED
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 292
SE LAND	Months Since - 17	Make/Model- 145
	Aircraft Type - UNK/NR	Instrument- 6
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

AIRPLANE DRIFTED LEFT INTO A SNOWBANK WHILE ROLLING OUT FROM A LANDING ON A SNOW AND ICE COVERED RUNWAY. LANDING WINDS AS REPORTED BY THE PILOT WERE FROM 60 DEGREES TO THE RIGHT OF THE NOSE AT 5 TO 8 KNOTS.

Brief of Accident (Continued)

File No. - 1488

2/09/88

WIS. RAPIDS, WI

A/C Reg. No. N3790T

Time (Lcl) - 1210 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ICY
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - SNOW COVERED
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1486

3/25/88

MADISON, WI

A/C Reg. No. N73954

Time (Lc1) - 2330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
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-360-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 - PATWAS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
REEDSBURG, WI
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

MOREY
Runway Ident - 13
Runway Lth/Wid - 2975/ 40
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 200/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 9000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - NO
Months Since - 26
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 293	Last 24 Hrs -	2
Make/Model-	131	Last 30 Days-	UNK/NR
Instrument-	59	Last 90 Days-	38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS LANDING ON THE 40 FOOT WIDE RNWY IN A 10-12 KNOT X-WIND. HE STATED HE HAD LITTLE RNWY REFERENCE IN THE DARK NIGHT DUE TO A VERY FADED RNWY CENTERLINE. THE ACFT RAN OFF THE HARD SURFACE INTO THE MUD, RAN INTO A DEPRESSION IN THE SOIL AND NOSED DOWN.

Brief of Accident (Continued)

File No. - 1486

3/25/88

MADISON, WI

A/C Reg. No. N73954

Time (Lc1) - 2330 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. LIGHT CONDITION - DARK NIGHT
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
 6. TERRAIN CONDITION - WET
-

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1500

7/03/88

MENOMONEE FALLS, WI

A/C Reg. No. N70916

Time (Lcl) - 1548 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-SKYDIVING				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-TAKEOFF				

Type of Operation -SKYDIVING
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 182M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 1

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - 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- 120/014 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MENOMONEE FALLS, WI
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
AERO PARK

Runway Ident - 18
Runway Lth/Wid - 1865/ 125
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3150	Last 24 Hrs	- 1
Make/Model-	350	Last 30 Days-	3
Instrument-	UNK/NR	Last 90 Days-	4
Multi-Eng -	180	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO TAKEOFF FROM A 1,865' TURF RUNWAY ON AN 85 DEGREE DAY WITH FOUR SKY DIVERS/PASSENGERS ON BOARD, THE PILOT WAS UNABLE TO ATTAIN SUFFICIENT AIRSPEED FOR LIFT-OFF AND ELECTED TO ABORT THE TAKEOFF. THE PILOT ESTIMATED THAT HE HAD USED ABOUT 60 - 70% OF THE RUNWAY BEFORE INITIATING THE REMEDIAL ACTION, AND COULD NOT STOP THE AIRCRAFT BEFORE THE END OF THE RUNWAY. IT RAN OFF THE DEPARTURE END OF THE RUNWAY, ACROSS A ROAD, INTO A DITCH, AND THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 1500

7/03/88

MENOMONEE FALLS,WI

A/C Reg. No. N70916

Time (Lcl) - 1548 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 4. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
 5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

6. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1475 7/28/88 OSHKOSH,WI A/C Reg. No. N398 Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - SONERAI IIL	Eng Make/Model - VOLKSWAGON 1835 CC	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 925	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 60 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BARABOO,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WITTMAN FIELD
Wind Dir/Speed- 260/012 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8001/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 250
SE LAND	Months Since - 14	Make/Model- 110
	Aircraft Type - SONERAI	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 16
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A FLT TO OSHKOSH TO DISPLAY HIS ACFT AT AN EAA CONVENTION. WHEN HE ARRIVED, TRAFFIC WAS HEAVY & SPECIAL TRAFFIC PROCEDURES WERE IN EFFECT. INFO TO ATTENDEES ADVERTISED THAT RWYS 18 & 36 WOULD BE USED PRIMARILY FOR DISPLAY ACFT, WHILE THE EAST/WEST RWYS WERE INTENDED FOR ITINERANT ACFT; HOWEVER, THERE WAS NO RESTRICTION ON RWY USE, & WHEN REQUESTED, PLTS WOULD BE CLRD TO LND ON EITHER SET OF RWYS. DUE TO HVY TRAFFIC, WND INFO WAS GIVEN ONLY WHEN REQUESTED, BUT ATIS INFO WAS AVAILABLE. DRG ARR, THE PLT WAS INSTRUCTED TO ENTER TRAFFIC FOR RWY 36R (A TWY CONVERTED TO A RWY FOR THE FLY-IN). THE PLT HAD RECEIVED ATIS INFO & SAID HE WAS AWARE OF THE X-WND BEFORE LNDG. DRG THE LNDG, THE ACFT VEERED ABOUT HALF WAY OFF THE RWY. SUBSEQUENTLY, IT WAS DAMAGED BY THE EDGE LIGHTS & THE EDGE OF THE RWY.

Brief of Accident (Continued)

File No. - 1475

7/28/88

OSHKOSH,WI

A/C Reg. No. N398

Time (Lcl) - 1015 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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) 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. - 1476 7/28/88 OSHKOSH,WI A/C Reg. No. N48BH Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - QUICKIE Q-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - REVMaster 2100
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 77 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- 240/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JUNEAU,WI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

WHITMAN FIELD
Runway Ident - 18
Runway Lth/Wid - 8001/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 63
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 833	Last 24 Hrs	- 3
Make/Model-	280	Last 30 Days-	UNK/NR
Instrument-	21	Last 90 Days-	43

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A FLT TO OSHKOSH TO AN EAA CONVENTION. WHEN HE ARRIVED, TRAFFIC WAS HVY & SPECIAL TRAFFIC PROCEDURES WERE IN EFFECT. INFO TO ATTENDEES (BEFORE THE CONVENTION) ADVERTISED THAT THE NORTH/SOUTH RWYS WOULD BE USED PRIMARILY FOR DISPLAY ACFT & THE EAST/WEST RWYS WOULD BE IN USE PRIMARILY FOR ITINERANT ACFT; HOWEVER, THERE WAS NO RESTRICTION ON RWY USE. DUE TO HVY TRAFFIC, TWR PSNL DID NOT ROUTINELY OFFER WIND INFO & ALTERNATE RWY USE; HOWEVER, IF REQUESTED, THESE WOULD HAVE BEEN PROVIDED. DRG ARRIVAL, THE PLT EXPECTED TO USE THE NORTH/SOUTH RWY & OBTAINED WIND INFORMATION FROM THE ATIS. HE REALIZED THERE WOULD BE A 12 KT X-WIND, BUT DID NOT BELIEVE THIS WOULD BE A PROBLEM. HE RPRTD THAT DRG ARRIVAL, HE TURNED ONTO A SHORT FINAL APCH FOR RWY 18 & COMPENSATED FOR A STRONG X-WIND BY LOWERING THE RIGHT WING. HE STATED THAT ABOUT 10' ABV THE RWY, THE ACFT ENTERED A RAPID DSCNT & LANDED HARD, BREAKING THE STRUCTURE FOR THE RGT GEAR (WHICH WAS ALSO THE RGT CANARD) & DAMAGED THE PROP.

Brief of Accident (Continued)

File No. - 1476

7/28/88

OSHKOSH,WI

A/C Reg. No. N48BH

Time (Lc1) - 1415 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. 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) 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. - 1514 8/03/88 EAU CLAIRE,WI A/C Reg. No. N93411 Time (Lcl) - 0839 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING				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 Wx Briefing - FSS Method - IN PERSON Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 170/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 8000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - VFR Type Apch/Lndg - FULL STOP	Airport Proximity ON AIRPORT Airport Data EAU CLAIRE Runway Ident - 22 Runway Lth/Wid - 7300/ 150 Runway Surface - CONCRETE Runway Status - DRY
--	--	---

-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 26 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 20 Last 24 Hrs - 1 Make/Model- 20 Last 30 Days- 2 Instrument- 0 Last 90 Days- 20 Multi-Eng - 0
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE RETURNING FROM THE LOCAL PRACTICE AREA AFTER HIS THIRD SOLO FLIGHT, THE STUDENT PILOT MISJUDGED HIS LANDING, BOUNCED THE AIRCRAFT, OVERCONTROLLED AND PUSHED THE NOSE FORWARD. WHEN THE AIRCRAFT TOUCHED DOWN AGAIN, IT STRUCK NOSEWHEEL FIRST AND THE PROPELLER STRUCK THE RUNWAY. THE STUDENT PILOT LOST CONTROL OF THE AIRCRAFT AS IT DRIFTED OFF THE RIGHT SIDE OF THE RUNWAY, RAN INTO THE GRASS, AND NOSED OVER. THE STUDENT PILOT HAD APPROXIMATELY 20 HOURS TOTAL FLIGHT TIME, 2 HOURS AS PILOT-IN-COMMAND.

Brief of Accident (Continued)

File No. - 1514

8/03/88

EAU CLAIRE, WI

A/C Reg. No. N93411

Time (Lc1) - 0839 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1511

8/07/88

MILWAUKEE,WI

A/C Reg. No. N65711

Time (Lc1) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries			None
	Serious	Minor		
Crew 0	0	0		1
Pass 0	0	0		3

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 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/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

TIMMERMAN

Runway Ident - 33L

Runway Lth/Wid - 3251/ 275

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 278	Last 24 Hrs - 3
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Make/Model- 116	Last 30 Days- 6
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Instrument- 59	Last 90 Days- 34
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB-OUT ON A LOCAL SIGHT-SEEING FLIGHT, THE AIRCRAFT EXPERIENCED A PARTIAL POWER LOSS. THE PILOT INITIATED EMERGENCY PROCEDURES AND TURNED BACK TO THE DEPARTURE AIRPORT. THE PILOT PUT THE AIRCRAFT DOWN MORE THAN HALF-WAY DOWN THE RUNWAY, AND LANDED HARD, COLLAPSING THE LANDING GEAR. POST ACC INVEST SHOWED THAT THE #2 CYL PLUGS WERE LEAD-FOULED & THE #2 CYL BOTTOM PLUG HAD THE CERAMIC BROKEN FROM THE CENTER ELECTRODES. THESE PLUGS WERE REPLACED AND THE ENG WAS RUN-UP WITH A CONSIDERABLE REDUCTION IN MAG DROP FROM A PREVIOUS RUN-UP.

Brief of Accident (Continued)

File No. - 1511

8/07/88

MILWAUKEE,WI

A/C Reg. No. N65711

Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - FOULED
2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. PLANNED APPROACH - POOR - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR - OVERLOAD
6. FLARE - IMPROPER - PILOT IN COMMAND
7. LANDING GEAR - COLLAPSED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1507	8/13/88	DODGEVILLE, WI	A/C Reg. No. N47804	Time (Lc1) - 1100 CDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					None
					1
					2

----Aircraft Information----

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LONE ROCK, WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DODGEVILLE
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2750/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2000 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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 855
SE LAND	Months Since - 17	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 52
		Instrument- 19
		Last 30 Days- 19
		Last 90 Days- 57

Instrument Rating(s) - NONE

----Narrative----

DURING AN ATTEMPTED LANDING IN GUSTY WIND, THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL, GOT BLOWN OFF TO THE LEFT SIDE OF THE RUNWAY AND EXPERIENCED A TAIL STRIKE. THE PILOT ATTEMPTED TO ABORT THE LANDING, BUT WAS UNABLE TO CLIMB OUT OF GROUND EFFECT, AND MADE A LANDING ON THE GRASSY FIELD ON THE LEFT SIDE OF THE RUNWAY. THE AIRCRAFT STRUCK A BEEHIVE WITH THE RIGHT-WING DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 1507

8/13/88

DODGEVILLE, WI

A/C Reg. No. N47804

Time (Lcl) - 1100 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. ABORTED LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - UPHILL

----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. - 1585 8/18/88 GLIDDEN, WI A/C Reg. No. N4476T Time (Lcl) - 0915 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 -TAKEOFF			0	0	1	0		
				0	2	0		

-----Aircraft Information-----

Make/Model - PIPER PA-28-140E	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	RHINELANDER, WI	GLIDDEN MUNICIPAL
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2175/ 175
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 163
SE LAND	Months Since - 10	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 70
		Last 30 Days- 6
		Instrument- 1
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO TAKEOFF FROM A 2,175' GRASS STRIP, WITH THE AIRCRAFT LOADED NEAR MAXIMUM GROSS WEIGHT, THE PILOT APPROACHED THE END OF THE RUNWAY WITHOUT HAVING ATTAINED LIFTOFF AIRSPEED. THE PILOT LIFTED THE AIRCRAFT OFF THE GROUND PREMATURELY AND WAS UNABLE TO ATTAIN THE PROPER AIRSPEED, CLIMB RATE, OR ALTITUDE NECESSARY TO CLEAR THE TREES LOCATED AT THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT STRUCK THE TREES, AND FELL TO THE GROUND, LANDING IN A NEARLY LEVEL ATTITUDE.

Brief of Accident (Continued)

File No. - 1585

8/18/88

GLIDDEN, WI

A/C Reg. No. N4476T

Time (Lcl) - 0915 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1508 8/21/88 BOYCEVILLE, WI A/C Reg. No. N3804V Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	3

-----Aircraft Information-----

Make/Model	- CESSNA 170	Eng Make/Model	- CONTINENTAL C-145-2	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

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	LA CROSSE, WI	BOYCEVILLE MUNI.
Wind Dir/Speed	- 160/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 22
Lowest Sky/Clouds	- 10000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- 20000 FT OVERCAST	- NONE	- 2720/ 40
Obstructions to Vision	- NONE	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- PRECAUTIONARY LANDING	- DIRT
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

-----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 - 477	Last 24 Hrs - 1
SE LAND	Months Since - 17	Make/Model - 15	Last 30 Days - 4
	Aircraft Type - C-150	Instrument - UNK/NR	Last 90 Days - 15
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER LIFT-OFF, THE AIRCRAFT ENCOUNTERED A GUST OF WIND AND THE PILOT FAILED TO COMPENSATE ADEQUATELY FOR THE WIND CONDITIONS. THE PILOT EXPERIENCED A LOSS OF AIRCRAFT CONTROL AND DECIDED TO REJECT THE TAKEOFF AND EXECUTE A LANDING. THE AIRCRAFT TOUCHED DOWN ON THE SANDY GROUND ON THE RIGHT SIDE OF THE RUNWAY. BRAKING EFFECTIVENESS WAS REDUCED DUE TO THE SANDY CONDITION OF THE SOIL; THE PILOT WAS UNABLE TO PREVENT THE AIRCRAFT FROM CONTINUING INTO A DITCH AFTER THE LANDING.

Brief of Accident (Continued)

File No. - 1508

8/21/88

BOYCEVILLE,WI

A/C Reg. No. N3804V

Time (Lc1) - 1130 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. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1527

8/28/88

DODGEVILLE, WI

A/C Reg. No. N728JS

Time (Lcl) - 1340 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	1	0	0

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 182RG

Eng Make/Model - LYCOMING O-540-J3C5D

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3100

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 235 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS

Method - TELETYPE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 270/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

JUNEAU, WI

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

DOGEVILLE

Runway Ident - 12

Runway Lth/Wid - 2750/ 50

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Age - 75

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - UNK/NR

Total - 1334 Last 24 Hrs - 3

SE LAND, ME LAND

Months Since - UNK/NR

Make/Model- 972 Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 164 Last 90 Days- 56

Multi-Eng - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO LAND ON A RUNWAY WITH WIND GUSTS AND A QUARTERING TAILWIND, THE PILOT FAILED TO ADEQUATELY JUDGE AND COMPENSATE FOR THE WIND CONDITIONS. THE AIRCRAFT LANDED LONG, AND THE PILOT WAS UNABLE TO BRING THE AIRCRAFT TO A STOP BEFORE THE END OF THE RUNWAY. THE AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY, CONTINUED THROUGH A DITCH, COLLAPSED THE LANDING GEAR, AND SKIDDED TO A STOP ON A STATE HIGHWAY.

Brief of Accident (Continued)

File No. - 1527

8/28/88

DODGEVILLE, WI

A/C Reg. No. N728JS

Time (Lcl) - 1340 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
3. INATTENTIVE - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
7. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - DITCH
9. LANDING GEAR - COLLAPSED
10. TERRAIN CONDITION - ROADWAY/HIGHWAY

-----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) 1,2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1440 9/21/88 COTTAGE GROVE, WI A/C Reg. No. N7015C Time (Lcl) - 1640 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT		0	0	0	0

-----Aircraft Information-----

Make/Model - HEIBEL AIR COMMAND 532	Eng Make/Model - ROTEX 532	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 64 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BLACKHAWK FIELD
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 8
	Months Since - N/A	Make/Model- 8
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE FLIGHT THIS AMATEUR BUILT GYROCOPTER EXPERIENCED A MAIN ROTOR STRIKE TO THE RUDDER AND PROPELLER. THE STUDENT PILOT WHO HAD A TOTAL OF EIGHT HOURS FLIGHT TIME, ALL IN THIS AIRCRAFT, WAS CONDUCTING A SOLO FLIGHT IN THIS DUAL CONTROL GYROCOPTER. HE RECEIVED FATAL INJURIES DURING THE IN-FLIGHT BREAKUP AND IMPACT WITH THE TERRAIN. THE AIRCRAFT WAS DESTROYED. THE FLIGHT MANUAL INDICATES "THE PILOT MUST HAVE AT LEAST 50 HOURS OF SOLO FLIGHT TIME LOGGED IN A COMMANDER GYROPLANE BEFORE ATTEMPTING TO FLY THE 532 COMMANDER DUAL SEAT GYROPLANE..."

Brief of Accident (Continued)

File No. - 1440

9/21/88

COTTAGE GROVE, WI

A/C Reg. No. N7015C

Time (Lcl) - 1640 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - 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. - 1464 2/17/88 SO. CHARLESTON, WV A/C Reg. No. N9399U Time (Lcl) - 1710 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL	Fire	ON GROUND	Crew 1	1	0	0
Flight Conducted Under	- 14 CFR 91			Pass 0	0	0	0
Accident Occurred During	- MANEUVERING			Other 0	0	2	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</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 - FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MALLORY</p> <p>Runway Ident - 15</p> <p>Runway Lth/Wid - 2000/ 20</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 9400</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STU PLT SAID THE ENGINE BEGAN TO ALTERNATE BETWEEN PARTIAL AND FULL POWER DURING THE INITIAL TKF CLIMB. THE ACFT WAS ABOUT 100 FT AGL AND ABOUT 300 FT PAST THE RWY END. ACCORDING TO THE STU THE INST TOOK CONTROL OF THE ACFT, TURNED LEFT, REVERSED COURSE AND HEADED TOWARD A TAXIWAY ON THE ARPT. THE TAXIWAY IS ORIENTED EAST-WEST AND IS EAST OF AND ALMOST PERPENDICULAR TO THE RWY USED FOR TKF, RWY 15. THE STU COULD NOT RECALL WHETHER THE ACFT LOST OR GAINED ALTITUDE DURING THE APPROACH TO THE RWY; HOWEVER HE SAID THE ACFT STAYED ABOVE THE ARPT. A WITNESS SAID HE HEARD ENGINE SOUNDS AS THE ACFT REVERSED COURSE. ACCORDING TO THE STU AS THEY NEARED THE TAXIWAY THE ACFT WAS STILL IN A LEFT TURN WHEN SUDDENLY IT STRUCK TREES ABOUT 200 FT SHORT OF THE EAST END OF THE TAXIWAY. A WITNESS SAID THE ACFT STALLED BEFORE IT STRUCK TREES. THE STU WAS RESCUED FROM THE ACFT BUT THE ACFT EXPLODED BEFORE THE INSTR COULD BE RESCUED. TWO RESCUERS WERE INJURED IN THE EXPLOSION. FIRE DAMAGE PRECLUDED DETERMINATION OF LOSS OF POWER. THE ACFT USED AUTO GAS.

Brief of Accident (Continued)

File No. - 1464

2/17/88

SO. CHARLESTON, WV

A/C Reg. No. N9399U

Time (Lcl) - 1710 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB
1. POWERPLANT - ERRATIC

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
2. WEATHER CONDITION - CROSSWIND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. STALL - INADVERTENT - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1504 5/14/88 NEW CUMBERLAND, WV A/C Reg. No. N2220F Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 310L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 340/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HERRON
Runway Ident - 22
Runway Lth/Wid - 2050/ 20
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total	3271
Make/Model-	285
Instrument-	495
Multi-Eng -	391
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS DOING LOW PASSES DOWN RWY 04 WHEN ACCORDING TO THE PLT HE STRUCK A LARGE BIRD AFTER THE SECOND PASS JUST WHEN HE WAS STARTING TO CLIMB ABOUT ONE-HALF MILE FROM THE RWY END. THE PLT SAID THAT THE BIRD SHATTERED THE WINDSCREEN CAUSING THE PLT FACIAL INJURIES AND THE DISLODGING OF HIS EYEGLASSES. THE PLT TURNED BACK TO LAND ON RWY 22; HOWEVER, HE MISTAKENLY ALIGNED THE ACFT WITH RWY 19. HE STRUCK A TREE SHORT OF THE RWY AND COLLIDED WITH THE GROUND ON A COURSE ALMOST PERPENDICULAR TO THE RWY. DURING THE IMPACT SEQUENCE BOTH ENGINES SEPARATED AND DAMAGED 2 PARKED ACFT AND 3 PARKED CARS. A WITNESS SAID THE ACFT STRUCK A TREE ABOUT ONE HALF MILE FROM THE AIRPORT BEFORE IT TURNED BACK TO THE AIRPORT TO LAND. THE ACFT AND A GROUND SEARCH DID NOT DISCLOSE EVIDENCE OF A BIRD STRIKE. THE PILOT REPORTED NO MECHANICAL MALFUNCTION.

Brief of Accident (Continued)

File No. - 1504

5/14/88

NEW CUMBERLAND,WV

A/C Reg. No. N2220F

Time (Lc1) - 1430 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - INITIATED - PILOT IN COMMAND
2. OBJECT - TREE(S)
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FRACTURED

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. ALTITUDE - MISJUDGED - PILOT IN COMMAND
7. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1477 11/15/88 DUBLIN, WV A/C Reg. No. N88054 Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-TAXI	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER J3C-65	Eng Make/Model	- CONTINENTAL A-65-8	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">NEW RIVER VALLEY</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">ATP</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 5</p> <p style="padding-left: 20px;">Aircraft Type - B-727</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 17900</td> <td>Last 24 Hrs</td> <td>- 4</td> </tr> <tr> <td>Make/Model-</td> <td>450</td> <td>Last 30 Days-</td> <td>50</td> </tr> <tr> <td>Instrument-</td> <td>3500</td> <td>Last 90 Days-</td> <td>180</td> </tr> <tr> <td>Multi-Eng</td> <td>- 17100</td> <td></td> <td></td> </tr> </table>	Total	- 17900	Last 24 Hrs	- 4	Make/Model-	450	Last 30 Days-	50	Instrument-	3500	Last 90 Days-	180	Multi-Eng	- 17100		
Total	- 17900	Last 24 Hrs	- 4															
Make/Model-	450	Last 30 Days-	50															
Instrument-	3500	Last 90 Days-	180															
Multi-Eng	- 17100																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO HAND PROP HIS ACFT WITHOUT ANY ASSISTANCE. HE STATED HE CHOCKED BOTH THE FRONT AND BACK OF THE RIGHT MAIN GEAR. AFTER SEVERAL UNSUCCESSFUL ATTEMPTS THE ENGINE FINALLY STARTED. THE ACFT RAN AT WHAT THE PILOT DESCRIBED AS SOUNDING LIKE FULL POWER. WHILE THE PILOT ATTEMPTED TO GET INSIDE THE ACFT, IT JUMPED OVER THE CHOCKS AND BEGAN TO MOVE. THE PILOT GRABBED THE WING STRUT TO TURN THE ACFT SO IT WOULD NOT CONTACT A SENECA PARKED ON THE RAMP. THE PILOT STATED HE THEN LET GO WHEN IT APPEARED THE ACFT WOULD TRAVEL TOWARD THE RWY AND NOT THE RAMP. THE LEFT WING OF THE ACFT CONTACTED THE FUEL PUMPS AND SWUNG AROUND HITTING THE PLT. THE ACFT THEN TURNED TOWARD THE RAMP WHERE IT CONTACTED A PARKED CESSNA 172 AND A CHAIN LINK FENCE BEFORE COMING TO A STOP. THE PILOT REPORTED THAT THE MAGNETOS AND FUEL SELECTOR WERE ON BUT THE THROTTLE WAS AT IDLE WHEN THE ENGINE STARTED.

Brief of Accident (Continued)

File No. - 1477

11/15/88

DUBLIN,WV

A/C Reg. No. N88054

Time (Lc1) - 1400 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. TIE DOWN - NOT PERFORMED - PILOT IN COMMAND
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

3. OBJECT - AIRPORT FACILITY
4. OBJECT - AIRCRAFT PARKED
5. OBJECT - FENCE

----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. - 1439 8/29/88 RAWLINS,WY A/C Reg. No. N5873U Time (Lcl) - 0715 MDT

-----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	1	0	0
Accident Occurred During	-LANDING			0	0	1	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	SAME AS ACC/INC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	LAS VEGAS,NV		RAWLINS MUNICIPAL	
Wind Dir/Speed	- CALM			Runway Ident	- 22
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 7000 -UNK/NR
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- UNK/NR
Obstructions to Vision	- SMOKE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE		FORCED LANDING		
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 400	Last 24 Hrs - 5
SE LAND	Months Since - 1	Make/Model- 100	Last 30 Days- 20
	Aircraft Type - PA-28	Instrument- 37	Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

PLT AND PAX WERE ON A FLIGHT FROM MILWAUKEE, WI, TO LAS VEGAS, NV. THE PLT MADE AN UNSCHEDULED STOP AT RAWLINS DUE TO POOR VIS AND LOW FUEL. THE AIRPLANE WAS LOADED WITH SUIT CASES, CAMPING GEAR, COOLERS AND FULL FUEL. THE PILOT AND PAX COMBINED WEIGHT WAS APPROXIMATELY 395 LBS. THE PLT ATTEMPTED TO TAKEOFF FROM RAWLINS THE DAY BEFORE THE ACCIDENT BUT ABORTED DUE TO A HIGH DENSITY ALT. THE PLT DEPARTED THE NEXT MORNING AND ATTAINED A 100 FT PER MINUTE RATE OF CLIMB. THE PLT STATED THE ENG "STALLED" DUE TO "A LACK OF HORSEPOWER TO HANDLE THE WT OF THE ACFT AT HIGH ALT." THE ACFT SUSTAINED SUBSTANTIAL DAMAGE DURING THE OFF ARPT LANDING. THE DENSITY ALT WAS CALCULATED TO BE APPROX 7427 FT.

Brief of Accident (Continued)

File No. - 1439

8/29/88

RAWLINS, WY

A/C Reg. No. N5873U

Time (Lcl) - 0715 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED

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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

EMBRY-RIDDLE AERO U. DAYTONA BEACH



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