

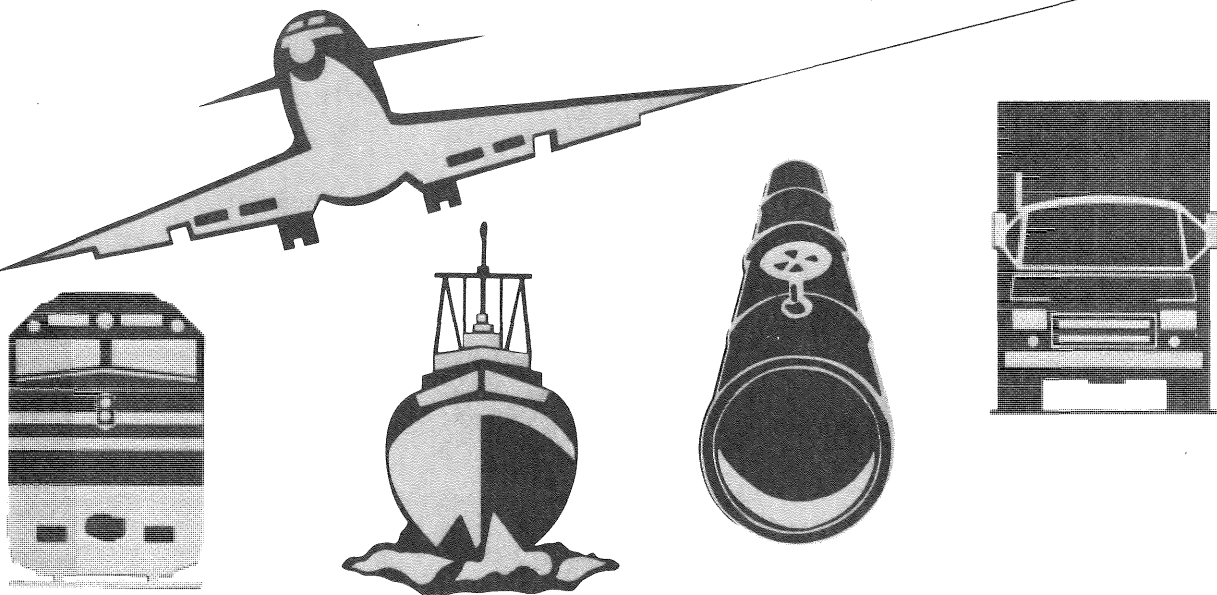
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NTSB/AAB-89/16

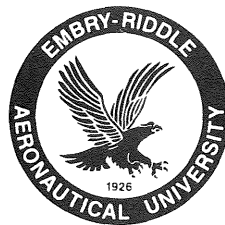
NATIONAL TRANSPORTATION SAFETY BOARD



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 9 OF 1988 ACCIDENTS





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15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1988. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 1601 through 1634 1636 through 1757 1759 through 1768 1770 through 1800					
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 9

CALENDAR YEAR 1988

File Order Listing - Issue No. 9, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1601	1162H	102488	MORA, MN	AERONCA	15AC	NONE	250
1602	104TG	102388	MILWAUKEE, WI	BEECH	F35	NONE	398
1603	7733P	102088	INDIANAPOLIS, IN	PIPER	PA-24-250	NONE	194
1604	6810V	072188	LAWRENCEVILLE, GA	MOONEY	M20E	NONE	140
1605	4717D	100988	SPARTA, IL	CESSNA	182	NONE	182
1606	6615Q	060688	COLLEGE PORT, TX	GRUMMAN	G-164B	NONE	358
1607	7330R	051288	ADA, OK	BEECH	B55	NONE	316
1608	8662V	080588	PALO ALTO, CA	BELLANCA	7ECA	MINOR	46
1609	25619	101688	VAN NUYS, CA	PIPER	PA-38-112	NONE	68
1610	722TC	090488	LAKE WALES, FL	PIPER	PA-28	NONE	96
1611	8775U	040388	LEONA, TX	CESSNA	172E	MINOR	352
1612	3853V	050888	SOUR LAKE, TX	CESSNA	170	SERIOUS	354
1613	45BH	091088	CORONA, CA	BILLINGS/HUM	THORP T-18	NONE	56
1613	56243	091088	CORONA, CA	PIPER	PA-28R-200	NONE	58
1614	5223G	091788	TAMPA, FL	CESSNA	305A	FATAL	100
1615	9525R	090788	MORRISTON, FL	BEECH	K35	FATAL	98
1616	31386	100288	PALMDALE, CA	PIPER	PA-28R-201	NONE	60
1616	49382	100288	PALMDALE, CA	CESSNA	152	NONE	62
1617	2141C	100788	PORTERVILLE, CA	CESSNA	195B	MINOR	64
1618	8162T	100888	CONCORD, CA	PIPER	PA-28RT-20	NONE	66
1619	5351M	082488	BUSHLAND, TX	CESSNA	152	FATAL	360
1620	5075R	062688	MERIDIANVILLE, AL	CESSNA	172M	NONE	12
1621	5361Z	102488	ADVANCE, NC	PIPER	PA-22-108	SERIOUS	274
1622	8191J	080188	LAURENS, SC	PIPER	PA-34-200T	NONE	328
1623	9584Y	113088	BAKERSVILLE, NC	BEECH	P35	FATAL	278

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1624	4169W	082188	PITTSBORO, NC	PIPER	PA-32-300	FATAL	272
1625	31441	031288	LA PORTE, TX	AEROTEK	PITTS S-2A	MINOR	348
1625	7806Z	031288	LA PORTE, TX	CESSNA	150C	MINOR	350
1626	24447	022388	SAN BENITO, TX	PIPER	PA-38-112	NONE	340
1627	5542Z	022388	FABENS, TX	PIPER	PA-22-108	NONE	342
1628	3524P	022188	FORT WORTH, TX	PIPER	PA-22-150	NONE	338
1629	9319T	021488	MAUD, TX	PIPER	PA-38-112	SERIOUS	336
1630	47274	071088	DUBOIS, WY	AEROSPATIALE	SA-315B	SERIOUS	400
1631	49135	100988	ASHLAND, OH	CESSNA	152II	NONE	310
1632	43GS	072988	OSHKOSH, WI	PIPER	PA-30	FATAL	390
1633	9692S	080388	N. MYRTLE BEACH, SC	CHAMPION	7GCAA	NONE	330
1634	185BT	070488	WHITTIER, AK	CESSNA	185	FATAL	2
1636	5461V	020288	HYANNIS, MA	CESSNA	303	NONE	210
1637	2875Y	062888	WHITSETT, NC	PIPER	J3C-65	MINOR	268
1638	9892K	041788	LINCOLN PARK, NJ	PIPER	PA-28R-201	SERIOUS	286
1639	7504G	041688	WINDHAM, CT	CESSNA	150	MINOR	90
1640	4695E	041188	HOPEDALE, MA	CESSNA	185	NONE	212
1641	4893L	041788	SLATINGTON, PA	PIPER	PA-28-180	MINOR	322
1642	366X	041988	WALTON, NY	MAULE	M-6-235	NONE	296
1643	89219	031188	OLD TOWN, ME	CESSNA	172	NONE	220
1644	46413	052388	TURNER, ME	CESSNA	152	NONE	222
1645	47024	042788	BUTLER, PA	BEECH	C17B	NONE	324
1646	4528V	042588	NEW HAVEN, CT	BEECH	35	NONE	92
1647	9712N	042788	DRACUT, MA	CHAMPION	7KCAB	MINOR	214
1648	300HF	101988	BIG RAPIDS, MI	PIPER	PA-31-350	NONE	230

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1649	8570J	092488	BUTLER, IN	CESSNA	150G	NONE	192
1650	7063E	102288	WYOMING, MN	CESSNA	175A	NONE	248
1651	9051G	092988	BELLEVUE, FL	CESSNA	182N	MINOR	102
1652	91323	100588	FORT PIERCE, FL	PIPER	PA-38-112	NONE	108
1653	2628B	100188	ORLANDO, FL	ROBINSON	R22	MINOR	104
1654	3263G	100688	MIAMI, FL	REPUBLIC	RC-3	MINOR	110
1655	381VU	092588	BARABOO, WI	CESSNA	150F	NONE	396
1656	3815Q	092388	BENSON, MN	CESSNA	185F	MINOR	244
1657	8322C	092788	AKRON, OH	PIPER	PA-32-300	NONE	308
1658	6252J	091788	KENOSHA, WI	PIPER	PA-28-151	NONE	394
1659	3613F	090488	HINCKLEY, IL	SCHWEITZER	2-33A	SERIOUS	180
1660	2616R	091188	DETROIT LAKES, MN	CESSNA	182K	SERIOUS	242
1661	46876	091088	CONVERSE, IN	FAIRCHILD	PT-19	NONE	190
1662	7118F	090788	CAMBRIDGE, OH	CESSNA	150F	MINOR	302
1663	28774	090188	SCHAUMBURG, IL	GRUMMAN	AA-5B	NONE	178
1664	6049R	083088	SPARTA, MI	CESSNA	172G	NONE	228
1665	8602F	100588	VERO BEACH, FL	HUGHES	269C	NONE	106
1666	607AA	070288	ANTIOCH, CA	LOCOLCE/BLAC	FALCON XP	SERIOUS	38
1667	94064	011788	STOWE, VT	CESSNA	210	MINOR	382
1668	56606	082488	EUFULA, AL	MAULE	MX-7-180	NONE	14
1669	5457A	122788	GROVERTOWN, IN	CESSNA	P210R	NONE	198
1670	8369Y	123088	PLAINFIELD, IL	PIPER	PA-28-181	NONE	188
1671	42JW	041388	LAWRENCEVILLE, GA	HUGHES	269C	MINOR	138
1672	207CA	040488	HARDWICK, MN	CESSNA	207	FATAL	238
1673	4098G	100488	RIO RANCHO, NM	RAVEN	RALLY II	MINOR	288

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1674	3678E	100488	ALBUQUERQUE, NM	BALLOON WORK	FIREFLY 7	NONE	290
1675	1464Q	112888	FAIRPLAY, CO	CESSNA	150L	FATAL	88
1676	27400	021988	HAMILTON TWP., NJ	PIPER	PA-31-325	FATAL	284
1677	83045	102988	AUSTELL, GA	AERONCA	7AC	SERIOUS	142
1678	5718M	081788	MT. TORBET, AK	CESSNA	402B	FATAL	4
1679	27947	111988	UNION CITY, TN	PIPER	PA-31-350	NONE	334
1680	6864V	080688	BURKESVILLE, KY	MOONEY	M20F	SERIOUS	204
1681	2358X	110788	GREENSBORO, NC	CESSNA	182H	MINOR	276
1682	5522G	022788	HENDERSON, TX	CESSNA	150J	FATAL	344
1682	5554	022788	HENDERSON, TX	BUNCH EAA BI	P2-M	FATAL	346
1683	6747Q	072088	PARKER, AZ	GRUMMAN	G-164B	MINOR	26
1684	65720	060688	GAITHERSBURG, MD	CESSNA	172P	NONE	218
1685	9350F	062588	BIG BEAR, CA	HUGHES	269B	NONE	36
1686	6449R	051488	MATHEW, VA	CESSNA	172RG	NONE	380
1687	736HQ	071688	CORONA, CA	CESSNA	R172K	MINOR	42
1688	4613Z	081288	WHITE LAKE, NY	CESSNA	TU206G	FATAL	298
1689	646JS	070888	WINTERHAVEN, CA	HILLER	UH-12D	MINOR	40
1690	9569E	100388	BARNSTEAD, NH	AERONCA	11AC	SERIOUS	282
1691	7335N	100688	PRICE, UT	CESSNA	T210N	MINOR	374
1692	5570H	122388	WINNETT, MT	PIPER	PA-11	NONE	266
1693	78654	121788	HAMMOND, MT	PIPER	PA-11	NONE	264
1694	751SP	122188	ELEPHANT BUTTE, NM	PIPER	PA-24-250	FATAL	294
1695	4137V	111788	BATAVIA, OH	CESSNA	170	NONE	312
1696	1283	091188	JACKSON, WY	BEECH	200	FATAL	402
1697	40265	011888	CARBONDALE, IL	PIPER	PA-23-250	FATAL	160

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1698	4327	052688	SLEEPY CREEK, MD	GRUMMAN	G-164A	SERIOUS	216
1699	250MW	102188	KEY WEST, FL	LAKE	LA-4-250	SERIOUS	116
1700	4930D	102188	LA BELLE, FL	CESSNA	182A	NONE	114
1701	6877Y	102088	TUPELO, MS	PIPER	PA-23-250	NONE	258
1702	65523	101588	TAMPA, FL	RAVEN	S-60A	NONE	112
1703	2896J	100888	FLORA, MS	CESSNA	T188C	MINOR	256
1704	3875H	110488	SAN DIEGO, CA	MOONEY	M20J	NONE	76
1705	8580M	103188	SAINT JOHNS, AZ	BEECH	35-B33	NONE	32
1706	2627K	103088	LOWER LAKE, CA	ROBINSON	R22	FATAL	70
1707	9874Y	110388	HESPERIA, CA	CHAMPION	7FC	SERIOUS	74
1708	4722E	110188	SAINT HELENA, CA	AERONCA	7EC	NONE	72
1709	5504S	102288	PHOENIX, AZ	BELLANCA	8GCBC	NONE	30
1710	8194F	101888	GOODYEAR, AZ	CESSNA	150F	NONE	28
1711	222L	080788	SPRINGFIELD, IL	CESSNA	320E	NONE	174
1712	8012A	083188	FOX LAKE, IL	LAKE	LA-4-200	MINOR	176
1713	2081V	101288	ST PETER, MN	CESSNA	120	MINOR	246
1714	6292	111488	INDIANAPOLIS, IN	PIPER	PA-31-350	NONE	196
1715	704KV	121188	VARNA, IL	CESSNA	150	NONE	186
1716	414CM	121988	PONTIAC, MI	CESSNA	414	NONE	236
1717	2074T	102988	DOVER, DE	PIPER	PA-28R-200	NONE	94
1718	18JW	022688	FORT PAYNE, AL	WEBER	EVANS VF-1	SERIOUS	10
1719	4072D	031088	DIXON, IL	PIPER	PA-31-350	NONE	162
1720	3662W	112388	MARQUETTE, MI	PIPER	PA-32-260	SERIOUS	234
1721	89U	121488	KASAAN, AK	DEHAVILLAND	DHC-2	FATAL	8
1722	4914H	012688	EL TORO, CA	CESSNA	152	NONE	34

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1723	259MC	060588	CHICAGO, IL	DORNIER	228-201	NONE	164
1724	54848	032488	ALMA, MI	PIPER	PA-23-250	MINOR	226
1725	66717	032088	SEBEWAING, MI	CESSNA	172P	NONE	224
1726	7637E	092788	OAK GROVE, AL	BELLANCA	14-19-3	FATAL	18
1727	100J	100188	MONROEVILLE, AL	PIPER	PA-24-250	MINOR	20
1728	5473B	112188	THOMASTON, GA	CESSNA	182	NONE	144
1729	8403Z	122788	COTTAGE GROVE, OR	CESSNA	205	FATAL	320
1730	3815Y	121788	TWIN FALLS, ID	CESSNA	210D	NONE	156
1731	46602	120688	KETCHIKAN, AK	CESSNA	180J	NONE	6
1732	8562C	111188	MURPHY, ID	PIPER	PA-18A	NONE	154
1733	38AJ	100988	SALMON, ID	ROMAN	LONG-EZ	FATAL	152
1734	4961U	101888	WENATCHEE, WA	CESSNA	210E	FATAL	386
1735	26820	102588	HOMESTEAD, FL	PIPER	J3C	NONE	118
1736	151JS	100188	MCKINNEY, TX	SHANNON	J-BIRD	MINOR	368
1737	9079Z	091888	WICHITA FALLS, TX	NORTH AMERIC	TB-25N	NONE	366
1738	4825Q	071288	PATTERSON, LA	CESSNA	A188B	NONE	206
1739	4474U	110588	MONROE, LA	SANDRIDGE	KR-2	MINOR	208
1740	3163E	090188	SPICEWOOD, TX	CESSNA	182R	NONE	362
1741	2911F	102988	OKEECHOBEE, FL	CESSNA	182J	NONE	124
1742	10WP	102988	LAKE CITY, FL	PARSONS	B-8M	MINOR	122
1743	75068	102888	ARCADIA, FL	SCHWEIZER	269C	NONE	120
1744	6578B	110988	GAINESVILLE, FL	CESSNA	152	MINOR	126
1745	83874	090388	CARTHAGE, TX	PIPER	PA-34-220T	FATAL	364
1746	48926	100188	EDEN, UT	CESSNA	152	FATAL	372
1747	75666	100888	DELTA, UT	CESSNA	172N	MINOR	376

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1748	65PW	123188	OGDEN, UT	BEECH	B24R	NONE	378
1749	102EC	100888	PUEBLO, CO	BELLANCA	8KCAB	NONE	84
1750	99TV	101988	DECKERS, CO	BELL	206L-3	FATAL	86
1751	26045	080288	REIDSVILLE, NC	PIPER	PA-38-112	NONE	270
1752	42676	102388	HARRISONVILLE, MO	PIPER	J3C-65	SERIOUS	254
1753	6711P	112388	FT MILL, SC	PIPER	PA-24-250	NONE	332
1754	73AT	052488	SAN ANGELO, TX	CESSNA	320-F	SERIOUS	356
1755	7425F	072188	SANDWICH, IL	HUGHES	269C	NONE	166
1756	7499G	061688	MORA, MN	CESSNA	172K	NONE	240
1757	9033F	072888	ASHLAND, IL	HUGHES	369HS	NONE	170
1759	86ER	111588	SAMARIA, MI	CESSNA	172P	NONE	232
1760	249Q	091888	CELINA, OH	ENSTROM	F28A	MINOR	304
1761	7403M	102688	FORT PECK, MT	CESSNA	175	SERIOUS	262
1762	4746C	010488	BEDFORD PARK, IL	CESSNA	T210N	FATAL	158
1763	4815F	111188	LAJAS, PR	PIPER	PA-28-151	NONE	326
1764	81609	111188	CLEARWATER, FL	PIPER	PA-44-180	NONE	128
1765	714MK	120888	WALBRIDGE, OH	CESSNA	150M	NONE	314
1766	2213T	122888	DERBY, KS	PIPER	PA-28	MINOR	202
1767	9975U	111188	TAMPA, FL	GRUMMAN	AA5A	FATAL	130
1768	5021P	111788	URIAH, AL	CESSNA	210B	MINOR	22
1770	39231	102588	LENEXA, KS	TAYLORCRAFT	BC-12D	SERIOUS	200
1771	4408N	073188	WONDER LAKE, IL	BOEING	B75N1	NONE	172
1772	57847	091488	PULASKI, WI	PIPER	PA-36-300	FATAL	392
1773	3016V	072688	MANITO, IL	BEECH	35R	NONE	168
1774	45A	030388	VIENNA, MO	BEECH	E18S	FATAL	252

File Order Listing - Issue No. 9, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1775	3943S	093088	HARRISON, AR	CESSNA	172E	MINOR	24
1776	9392L	082888	FAIRHOPE, AL	AMERICAN	AA-1A	MINOR	16
1777	17696	122088	ATHENS, GA	BEECH	A36	MINOR	146
1778	70135	051188	DALTON, NE	CESSNA	A188B	SERIOUS	280
1779	2255N	111688	BRANDON, FL	BEECH	V35B	NONE	132
1780	8262B	112088	OKEECHOBEE, FL	CESSNA	172	NONE	136
1781	4908F	111988	HOLLY SPRINGS, MS	PIPER	PA-32R-300	SERIOUS	260
1782	5422K	111988	VERO BEACH, FL	RYAN	NAVION B	NONE	134
1783	333HL	080788	WATSONVILLE, CA	WITTMAN	TAILWIND W	NONE	48
1784	5428R	071688	CORONA, CA	COSTA	TEENY-TWO	NONE	44
1785	8930Q	081988	KERMAN, CA	AYRES	S2R	NONE	54
1786	65120	081688	THERMAL, CA	HILLER	UH-12E	MINOR	52
1787	40071	081488	HURON, CA	AYRES	S2R-T34	NONE	50
1788	1259M	111288	KAHULUI, HI	CESSNA	337E	NONE	150
1789	5496V	111188	KAWAIHAE, HI	UNIVERSAL	TAYLORCRAF	NONE	148
1790	7904V	111188	EUREKA, CA	CESSNA	180H	MINOR	82
1791	17293	110988	SACRAMENTO, CA	CESSNA	150L	NONE	80
1792	3730J	110588	MADERA, CA	CESSNA	150	NONE	78
1793	2301K	112688	PORT LAVACA, TX	LUSCOMBE	8E	FATAL	370
1794	6639R	111988	OKLAHOMA CITY, OK	BEECH	A36	FATAL	318
1795	85HT	070288	ELYRIA, OH	VAN WORMER	EMERAUDE S	NONE	300
1796	9053D	091888	JACKSON, OH	PIPER	PA-22-160	NONE	306
1797	93085	110788	VANDALIA, IL	CESSNA	152	NONE	184
1798	7SV	092488	EVERETT, WA	SVENSSON	BUSHBY MUS	FATAL	384
1799	732QP	100788	CLOVIS, NM	CESSNA	T210M	FATAL	292

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1800	2706F	120288	ARLINGTON, WA	CESSNA	335	FATAL	388

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 9 OF 1988 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1634 7/04/88 WHITTIER,AK

A/C Reg. No. N185BT

Time (Lcl) - 1030 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 185
Landing Gear - FLOAT
Max Gross Wt - 3320
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SIX MILE LAKE,AK
Destination
COGHILL LAKE,AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - F-15

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5356 Last 24 Hrs - 6
Make/Model- 41 Last 30 Days- 11
Instrument- 1709 Last 90 Days- 33
Multi-Eng - 5198

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED SIX MILE LAKE ON ELMENDORF AIR FORCE BASE AND WAS DESTINED FOR COGHILL LAKE. THE AIRPLANE WAS FOUND AT THE 2500 FOOT LEVEL OF A MOUNTAIN ON THE NORTH SIDE OF BURNS GLACIER. THE AIRPLANE HEADING WAS 324 DEGREES. THE HEADING TO GO THROUGH THE PASS OVER BURNS GLACIER IS NORMALLY 104 DEGREES. A VIDEO TAPE FOUND ON BOARD SHOWED THAT THE CLOUDS IN THE VICINITY OF THE GLACIER OBSCURED THE MOUNTAIN TOPS. WEATHER FORECASTS PLACED THE CEILINGS AT 2500 FEET MSL BROKEN TO OVERCAST.

Brief of Accident (Continued)

File No. - 1634

7/04/88

WHITTIER, AK

A/C Reg. No. N185BT

Time (Lcl) - 1030 ADT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - SNOW COVERED
4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - INADVERTENT - 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. - 1678 8/17/88 MT. TORBET, AK A/C Reg. No. N5718M Time (Lcl) - 2003 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-WILBURS INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	2	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- CESSNA 402B	Eng Make/Model	- CONTINENTAL TSIO-520-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	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	SLEETMUTE, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- IMC	ANCHORAGE, AK			
Wind Dir/Speed	- 120/050 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 1.000 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- N/A	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- OBSCURED	Type Apch/Lndg	- NONE	Runway Status	- N/A
Obstructions to Vision	- BLOWING SNOW				
Precipitation	- SNOW				
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)	
ATP	Current - YES	Total - 3452	Last 24 Hrs - 5
ME LAND	Months Since - 2	Make/Model - 1248	Last 30 Days - 156
	Aircraft Type - C-402	Instrument - 564	Last 90 Days - 202
		Multi-Eng - 1256	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ON-DEMAND-CHARTER FLIGHT WAS TO ORIGINALLY PICKUP PASSENGERS AND CARGO BUT A LANDING GEAR PROBLEM FORCED ANOTHER AIRPLANE WITH A MECHANIC TO BE DISPATCHED. THE OTHER AIRPLANE RETURNED WITH THE PASSENGERS AND THE ACCIDENT AIRPLANE WAS REPAIRED BY THE MECHANIC AND DEPARTED AT A LATER TIME WITH THE CARGO ON BOARD. THE AIRPLANE WAS NOT ON A FLIGHT PLAN. INSTRUMENT METEOROLOGICAL CONDITIONS PREVAILED FROM 7000 FEET MSL TO 12,500 FEET MSL AS REPORTED BY THE OTHER COMPANY AIRPLANE. THE AIRCRAFT WAS FOUND ON THE SIDE OF MT. TORBERT AT THE 10,570 FOOT LEVEL. THE PILOT-IN-COMMAND WAS FOUND IN THE RIGHT PILOT SEAT WITH A NON-AVIATION RELATED BOOK IN HIS LAP. THE MECHANIC WAS FOUND IN THE LEFT PILOT SEAT WITH A WORLD AERONAUTICAL CHART, CD-11 OPEN ON HIS LAP. THE MECHANIC HELD A COMMERCIAL PILOTS CERTIFICATE BUT NO INSTRUMENT RATING. THE INVESTIGATION REVEALED WEAKNESSES IN COMPANY OPERATIONS.

Brief of Accident (Continued)

File No. - 1678

8/17/88

MT. TORBET, AK

A/C Reg. No. N5718M

Time (Lcl) - 2003 ADT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - SNOW COVERED
3. WEATHER CONDITION - WHITEOUT
4. VFR FLIGHT INTO IMC - ATTEMPTED - COPILOT/SECOND PILOT
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - COMPANY/OPERATOR MGMT

-----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. - 1731 12/06/88 KETCHIKAN, AK A/C Reg. No. N46602 Time (Lcl) - 1536 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model - CESSNA 180J
Landing Gear - FLOAT
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R25

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- 270/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 1500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 33

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 223

Make/Model- 134

Instrument- UNK/NR

Multi-Eng - 0

Last 24 Hrs - 0

Last 30 Days- 3

Last 90 Days- 18

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD PLANNED TO TAXI THE FLOATPLANE FROM ONE RAMP TO ANOTHER FOR THE PURPOSE OF OBTAINING AN ANNUAL INPN & TO DOCK THE PLANE AT BETTER FACILITIES. SHE FOUND THE FLOAT RUDDER PULLEY TO BE INOPERATIVE. A DECISION WAS THEN MADE TO FLY THE PLANE FROM ITS ORIGINAL RAMP TO THE NEW LOCATION. DURING A TURN TO REVERSE DIRECTION AT ABOUT 150 TO 200 FT AGL, THE AIRCRAFT "QUIT FLYING" & DESCENDED TO THE WATER.

Brief of Accident (Continued)

File No. - 1731

12/06/88

KETCHIKAN, AK

A/C Reg. No. N46602

Time (Lcl) - 1536 ADT

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

Finding(s)

1. FLIGHT CONTROL, RUDDER VATOR ATTACHMENT - INOPERATIVE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. MANEUVER - INITIATED -
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1721 12/14/88 KASAAN,AK A/C Reg. No. N89U Time (Lcl) - 1505 AST

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

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

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

Make/Model	- DEHAVILLAND DHC-2	Eng Make/Model	- P&W R-985-AN14B	ELT Installed/Activated	- YES/YES
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 7	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	THORNE RIVER,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KASAAN SPB
Wind Dir/Speed- 170/005 KTS		Runway Ident - N/A
Visibility - 35.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1800 FT SCATTERED	Type of Flight Plan - COMPANY (VFR)	Runway Surface - WATER
Lowest Ceiling - 4000 FT BROKEN	Type of Clearance - VFR	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE	Type Apch/Lndg - STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2752	Last 24 Hrs - 6
SE LAND,SE SEA	Months Since - 3	Make/Model- 1565	Last 30 Days- 76
HELICOPTER	Aircraft Type - DHC-2	Instrument- UNK/NR	Last 90 Days- 302
		Multi-Eng - 0	Rotorcraft - 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT PLANNED TO LAND AT A SEAPLANE BASE THAT WAS LOCATED IN A BOWL-SHAPED COVE. DRG THE LANDING, THE ACFT TOUCHED DOWN LONG ON WATER SWELLS & THE PLT ELECTED TO GO AROUND. WITNESSES RPRTD THAT DRG THE GO-AROUND, THE PLT INITIATED A STEEP TURN WHILE STILL AT LOW ALT TO AVOID BUILDINGS & RISING TERRAIN. HOWEVER, THE ACFT ENTERED A STEEP DSCNT & CRASHED ON A WOODEN WALKWAY ALONG THE SHORELINE NEAR THE SEAPLANE DOCK. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS EVIDENT.

Brief of Accident (Continued)

File No. - 1721

12/14/88

KASAAN,AK

A/C Reg. No. N89U

Time (Lc1) - 1505 AST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - UNFAVORABLE WIND
3. TERRAIN CONDITION - WATER,ROUGH
4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
5. ABORTED LANDING - DELAYED - PILOT IN COMMAND
6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. MANEUVER - INITIATED - PILOT IN COMMAND
8. AIRSPEED - INADEQUATE - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,8,9

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. - 1718 2/26/88 FORT PAYNE, AL A/C Reg. No. N18JW Time (Lcl) - 1145 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

0

0

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

Make/Model - WEBER EVANS VF-1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1250
No. of Seats - 1

Eng Make/Model - VOLKSWAGEN 1600 CC

Number Engines - 1

Engine Type RECIPROCATING-CARBURETOR

Rated Power - 50 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

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

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ISBELL FIELD

Runway Ident - N/A

Runway Lth/Wid - 4225/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 72

Make/Model- 0

Instrument- 1

Multi-Eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING TAXI RUNS TO FAMILIARIZE HIMSELF WITH HIS NEWLY PURCHASED AIRPLANE WHEN AN UNPLANNED TAKEOFF OCCURRED. THE TAKEOFF WAS FOLLOWED BY A STALL/SPIN TO THE GROUND. THE PLT WAS UNABLE TO RECALL THE EVENTS THAT LED TO THE ACNT. AN EXAM OF THE AIRPLANE DID NOT REVEAL ANY MECHANICAL OR SYSTEM MALFUNCTION.

Brief of Accident (Continued)

File No. - 1718

2/26/88

FORT PAYNE, AL

A/C Reg. No. N18JW

Time (Lcl) - 1145 CST

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

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 2. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 4. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1620 6/26/88 MERIDIANVILLE,AL A/C Reg. No. N5075R Time (Lcl) - 1530 CDT

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

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

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

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

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

<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- 310/017 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">ROME,GA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>HUNTSVILLE ARPT NORTH</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 3765/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 8</p> <p style="padding-left: 20px;">Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 120</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE ATTEMPTED TO MAKE A TOUCH AND GO LDG AT THE DEPARTURE ARPT BEFORE HEADING OUT ON THE FIRST LEG OF A CROSS-COUNTRY FLT. THE AIRPLANE ENCOUNTERED A GUST OF WIND AT TOUCHDOWN AND VEERED OFF THE SIDE OF THE RWY. THE AIRPLANE SUBSEQUENTLY IMPACTED A DIRT BANK AND NOSED OVER. THE PLT DID NOT REPORT EXPERIENCING ANY MECHANICAL PROBLEMS.

Brief of Accident (Continued)

File No. - 1620

6/26/88

MERIDIANVILLE,AL

A/C Reg. No. N5075R

Time (Lcl) - 1530 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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 - 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) 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. - 1668

8/24/88

EUFAULA, AL

A/C Reg. No. N56606

Time (Lcl) - 1730 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - MAULE MX-7-180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-C1F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - UNK/NR
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- 210/006 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
JACKSON, MS
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WEEDON FIELD
Runway Ident - 36
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 53

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 220	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE LANDED ON A GRASS STRIP ADJACENT TO THE PAVED RWY, TO "SAVE THE (AIRPLANE) TIRES" FROM EXCESSIVE WEAR. HE STATED THAT THE AIRPLANE GROUNDLOOPED DURING THE ROLLOUT WHEN IT ENCOUNTERED A HOLE IN THE TURF. A MECHANIC WHO EXAMINED THE AIRPLANE & ACCIDENT SITE REPORTED THAT THE AIRPLANE APPARENTLY GROUNDLOOPED AS THE AIRPLANE TURNED ONTO THE PAVED RWY DURING THE ROLLOUT. THE MECHANIC STATED THAT HE FOUND THE ROLLOUT AREA TO BE FREE OF HOLES AND FAIRLY SMOOTH, AND THAT THE RWY EDGE WAS ABOUT 2 INCHES HIGHER THAN THE TURF. THE MECHANIC NOTED THAT THE GRASSY AREA HAD SERVED AS A TEMPORARY RWY THE YEAR BEFORE WHEN THE PAVED RWY WAS CLOSED FOR MAINTENANCE. ACCORDING TO THE APPLICABLE AIRPORT/FACILITY DIRECTORY, THE ARPT HAD ONLY A SINGLE PAVED RWY; NO GRASS RWY WAS LISTED. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 1668

8/24/88

EUFAULA,AL

A/C Reg. No. N56606

Time (Lc1) - 1730 CDT

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

Finding(s)

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

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR,MAIN GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1776 8/28/88 FAIRHOPE,AL A/C Reg. No. N9392L Time (Lcl) - 1330 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

Crew
Pass

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

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

Make/Model - AMERICAN AA-1A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 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- 120/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MOBILE,AL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-152

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

Total	-	462	Last 24 Hrs -	5
Make/Model-	15		Last 30 Days-	50
Instrument-	65		Last 90 Days-	100
Multi-Eng -	119		Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THE ENG LOST PWR "WITHOUT WARNING" AS HE & HIS PAX WERE FLYING OVER WATER NEAR THE SHORE AT APRX 500'. HE PERFORMED EMERG PROCEDURES & REGAINED PARTIAL PWR, BUT NOT ENOUGH TO CONT FLT. HE MANEUVERED TOWARD THE SHORE, THEN ELECTED TO DITCH THE ACFT TO AVOID OBSTRUCTIONS & PSNL ALONG THE BEACH. AS THE ACFT NEARED THE WATER, THE PAX GRABBED THE YOKE & PULLED BACK. THE ACFT THEN STALLED & DOVE INTO THE WATER. THE PAX CONFIRMED THAT SHE HAD "HELD ON" THE YOKE JUST BEFORE IMPACT. THE PAX & SVRL WITNESSES RPRTD THE ACFT WAS FLYING LEVEL AT ABOUT 50' (INSTEAD OF 500) WHEN THE ENG LOST PWR. WITNESSES WHO RESCUED THE PLT & PAX RPRTD THEY OBSERVED FUEL FLOATING ON THE WATER WHEN THEY ARRIVED AT THE ACFT BY BOAT AFTER THE ACDNT. BEFORE AN INVESTIGATOR ARRIVED, THE OPERATOR DISASSEMBLED THE ENG & PLACED THE COMPONENTS IN DIESEL OIL TO PREVENT CORROSION. AN EXAM OF THE DISASSEMBLED ENG REVEALED NO EVIDENCE OF A PREEXISTING MECHANICAL MALFUNCTION OR FAILURE. THE TEMP & DEW POINT WERE 89 & 69 DEG. ICING PROBABILITY CHARTS SHOWED CARB ICE PSBL.

Brief of Accident (Continued)

File No. - 1776

8/28/88

FAIRHOPE,AL

A/C Reg. No. N9392L

Time (Lcl) - 1330 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FUEL SYSTEM, CARBURETOR - ICE
3. PROPER ALTITUDE - NOT USED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

4. CONTROL INTERFERENCE - PERFORMED - PASSENGER
5. PANIC - PASSENGER
6. STALL - INADVERTENT -

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - WATER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1726 9/27/88 OAK GROVE, AL A/C Reg. No. N7637E Time (Lcl) - 1910 CDT

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

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

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

Make/Model - BELLANCA 14-19-3	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PENSACOLA, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SOUTH BEND, IN	Runway Ident - N/A
Wind Dir/Speed- 160/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 7000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1332
SE LAND, SE SEA	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - PA-18	Make/Model - 68
		Instrument - 127
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE ON A X-COUNTRY FLT, THE PLT HAD CONTACTED BIRMINGHAM (BHM) APCH CTL & REQUESTED RADAR FLT FLWG. THE ACFT WAS NOT EQUIPPED WITH AN ENCODING ALTIMETER, BUT THE PLT RPRTD HE WAS CRUISING AT 7500'. AT ABT 1910 CDT (DUSK), THE ACFT DISAPPEARED FM RADAR & THE CTLR COULD NOT REESTABLISH RADIO CTC. THERE WERE NO DISTRESS CALLS OR RPRTD PROBLEMS FM THE ACFT. RADAR DATA SHOWED THE ACFT WAS ON A NORTHEASTERLY HDG WHEN IT ENTERED A RGT TURN, JUST BEFORE RADAR CTC WAS LOST. DRG THE NEXT 3 DAYS, THE WRECKAGE WAS FND SCATTERED OVR ABT A 1 MI AREA. THE RGT WING WAS 3/4 TO 1 MI FM THE MAIN WRECKAGE. AN EXAM OF THE FAILED WOODEN SPAR REVEALED NO EVIDENCE OF DISCOLORATION OR SOFTNESS OF THE WOOD. A MECHANIC, WHO NORMALLY MAINTAINED THE ACFT, RPRTD THE ATTITUDE INDICATOR WAS UNRELIABLE & THAT THE PLT WAS AWARE OF THIS. AT THE NEAREST WX STATION (BHM), THE 1851 CDT WX WAS IN PART: 7000' OVERCAST, VISIBILITY 4 MI WITH HAZE, WIND FROM 160 DEG AT 4 KTS.

Brief of Accident (Continued)

File No. - 1726

9/27/88

OAK GROVE,AL

A/C Reg. No. N7637E

Time (Lc1) - 1910 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,ATTITUDE INDICATOR - UNRELIABLE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK
4. WEATHER CONDITION - CLOUDS
5. WEATHER CONDITION - HAZE/SMOKE
6. SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
8. WING - OVERLOAD
9. WING - SEPARATION

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1727 10/01/88 MONROEVILLE, AL A/C Reg. No. N100J Time (Lcl) - 1355 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 1
0 1

None
0
0

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1D5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MERIDIAN, MS

Destination

QUINCY, FL

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MONROE COUNTY

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 - 70

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 800

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-----

ACCORDING TO THE PLT, HE HAD REQUESTED THE ACFT BE FULLY SVCD WITH FUEL BEFORE TAKEOFF; HOWEVER, HE DID NOT VISUALLY CHECK THE FUEL. HE RPRTD THAT AFTER TAKEOFF, HE HAD FLOWN ABOUT 50 MIN WHEN HE NOTED THE RGT TANK, WHICH HE WAS USING, INDCD EMPTY. HE SAID HE NORMALLY FLEW FOR AN HOUR BEFORE SWITCHING TO ANOTHER TANK. BELIEVING HE HAD USED ONLY 9 GAL FROM THE 30 GAL TANK, HE ELECTED TO DELAY SWITCHING TO THE OTHER TANK. SHORTLY THEREAFTER, THE ENG LOST POWER. THE PLT MOVED THE FUEL SELECTOR TO THE OTHER TANK, BUT WAS UNABLE TO RESTORE SUFFICIENT POWER TO SUSTAIN FLT. SUBSEQUENTLY, DRG AN EMERG LANDING, THE ACFT COLLIDED WITH TREES & A FENCE, THEN CAME TO REST UPSIDE DOWN. THE RGT TANK WAS FOUND TO BE EMPTY; ONLY 7 GAL OF FUEL WAS DRAINED FROM THE LEFT TANK.

Brief of Accident (Continued)

File No. - 1727

10/01/88

MONROEVILLE,AL

A/C Reg. No. N100J

Time (Lc1) - 1355 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - TREE(S)
5. OBJECT - FENCE

Occurrence #4 NOSE OVER
Phase of Operation LANDING

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

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

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. - 1768 11/17/88 URIAH,AL A/C Reg. No. N5021P Time (Lcl) - 1154 CST

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

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

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

Make/Model - CESSNA 210B	Eng Make/Model - CONTINENTAL IO-470-S	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 - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PEACHTREE CITY,GA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	NEW ORLEANS,LA	Runway Ident - N/A
Wind Dir/Speed- 345/010 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 - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 162
SE LAND	Months Since - 20	Make/Model- 59
	Aircraft Type - UNK/NR	Instrument- 4
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days- 7
		Last 90 Days- 20
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT 6500 FT, THE ENG LOST POWER & THE PROP STOPPED WINDMILLING. THE PLT ELECTED TO LAND ON A HIGHWAY. DRG THE LANDING, THE RIGHT WING HIT OVERHANGING TREE LIMBS WHICH YAWED THE ACFT OFF THE RIGHT SIDE OF THE ROAD & DOWN AN EMBANKMENT. THE ENG WAS REMOVED & DISASSEMBLED WHICH REVEALED THE CRANKSHAFT HAD FAILED FROM FATIGUE AT THE #2 CRANK CHEEK. FATIGUE HAD ORIGINATED AT THE FRONT CORNER OF THE #2 CHEEK LIGHTENING HOLE. THE ENG WAS MANUFACTURED IN 1961. IN 1962, THE MANUFACTURER REDESIGNED THE CRANKSHAFT FOR THIS MODEL OF ENG BY ELIMINATING THE LIGHTENING HOLE. IN MAY 1962, CONTINENTAL SVC BULLETIN (SB) M62-8 ADZD OF THE AVAILABILITY OF THE IMPROVED CRANKSHAFT. THE ENG OF N5021P WAS OVERHAULED ON 7/21/75 AT 1486 HRS. AT THAT TIME, THE CRANKSHAFT WAS REMOVED, MAGNAFLUXED & REINSTALLED. TIME SINCE OVERHAUL WAS 695 HRS. TOTAL ENG TIME WAS 2181 HRS.

Brief of Accident (Continued)

File No. - 1768

11/17/88

URIAH,AL

A/C Reg. No. N5021P

Time (Lc1) - 1154 CST

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

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE
 2. MAINTENANCE,DESIGN CHANGE - PERFORMED - MANUFACTURER
 3. MAINTENANCE,MODIFICATION - NOT PERFORMED -
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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. - 1775 9/30/88 HARRISON, AR A/C Reg. No. N3943S Time (Lcl) - 2300 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	JONESBORO, AR	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FORT SMITH, AR	Runway Ident - N/A
Wind Dir/Speed- 130/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 3700 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWERS		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 46	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 5091
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - 6
	Aircraft Type - C-172	Make/Model- UNK/NR
		Instrument- 925
		Multi-Eng - 1127
		Last 30 Days- 26
		Last 90 Days- 29
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN NORMAL CRUISE FLT, THE PLT DECLARED AN EMERGENCY. HE STATED THE ENG HAD FAILED & THAT HE THOUGHT IT HAD "THROWN A ROD." SUBSEQUENTLY, THE ACFT WAS EXTENSIVELY DAMAGED DRG AN EMERG LANDING IN A WOODED AREA. AN INVESTIGATION REVEALED THE #6 CONNECTING ROD ASSEMBLY HAD FAILED FROM LACK OF LUBRICATION. THE OIL FILLER CAP WAS NOT IN PLACE; ALTHOUGH IT WAS STILL ATTACHED TO THE CHAIN. THE PLT HAD STOPPED IN JONESBORO, ARKANSAS, WHERE THE ACFT WAS SVCD WITH FUEL & ONE QUART OF OIL. THE PLT STATED THAT AFTER THE ACFT WAS SVCD WITH OIL, HE OBSERVED THE LINE ATTENDANT REPLACE THE OIL CAP. HIS MED CERT WAS DATED 4/3/86.

Brief of Accident (Continued)

File No. - 1775

9/30/88

HARRISON,AR

A/C Reg. No. N3943S

Time (Lcl) - 2300 CDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL FILLER CAP - NOT SECURED
2. AIRCRAFT SERVICE - IMPROPER - GROUND PERSONNEL
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. LUBRICATING SYSTEM,OIL FILLER CAP - DISCONNECTED
5. FLUID,OIL - EXHAUSTION
6. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
8. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1683 7/20/88 PARKER,AZ A/C Reg. No. N6747Q Time (Lcl) - 2102 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	POSTON,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 090/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- BLOWING DUST		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 15447
SE LAND,ME LAND	Months Since - 20	Make/Model- 8000
HELICOPTER	Aircraft Type - B-35	Instrument- 150
		Multi-Eng - 253
		Last 24 Hrs - 6
		Last 30 Days- 130
		Last 90 Days- 211
		Rotorcraft - 118

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, THE PILOT DISPENSED THE LOAD AND WAS RETURNING TO THE AIRSTRIP DUE TO AN APPROACHING THUNDERSTORM. ENROUTE, THE VISIBILITY WAS REDUCED TO NEAR ZERO FROM BLOWING DUST. THE PILOT LOST CONTROL OF THE AIRPLANE AND COLLIDED WITH THE TERRAIN. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1683

7/20/88

PARKER, AZ

A/C Reg. No. N6747Q

Time (Lcl) - 2102 MST

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

Finding(s)

1. WEATHER CONDITION - SAND/DUST STORM
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

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

Finding(s)

3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
 4. SPATIAL DISORIENTATION - 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

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. - 1710 10/18/88 GOODYEAR,AZ A/C Reg. No. N8194F Time (Lcl) - 0825 MST

-----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 -LANDING						

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	TUCSON,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FIELD RANCH STRIP
Wind Dir/Speed- 240/006 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 74	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 588
SE LAND	Months Since - 8	Make/Model- 588
	Aircraft Type - C-150	Instrument- 4
		Multi-Eng - 0
		Last 24 Hrs - 2
		Last 30 Days- 3
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DRG THE LANDING ROLL, THE ACFT ENCTRD A GUST OF WIND & VEERED OFF THE DIRT STRIP & ONTO A RAISED BERM (EDGE OF RWY). AFTER ENCTRG THE SOFT DIRT & ROUGH TERRAIN, THE NOSE GEAR COLLAPSED & THE PLANE NOSED OVER. THE PLT HAD LANDED WITH 40 DEG OF FLAPS. HE ESTIMATED THE WIND WAS FROM 240 DEG AT 6 GUSTING TO 18 KTS. NO PRE-ACDNT MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT WAS RPRTD.

Brief of Accident (Continued)

File No. - 1710

10/18/88

GOODYEAR, AZ

A/C Reg. No. N8194F

Time (Lc1) - 0825 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - BERM
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1709 10/22/88 PHOENIX, AZ A/C Reg. No. N5504S Time (Lcl) - 1700 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

-----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
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 35.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PHOENIX DEER VALLEY
Runway Ident - 07
Runway Lth/Wid - 8200/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 48

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - SCOUT

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1900	Last 24 Hrs	- 1
Make/Model-	45	Last 30 Days-	20
Instrument-	250	Last 90 Days-	20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE AIRPLANE BEGAN TO VEER TO THE RIGHT. THE PILOT APPLIED HARD LEFT RUDDER FOR A FEW SECONDS, THEN THE LEFT MAIN TIRE CAME OFF THE RIM. SUBSEQUENTLY, THE LEFT GEAR COLLAPSED AND THE AIRPLANE CAME TO REST PARTLY OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1709

10/22/88

PHOENIX, AZ

A/C Reg. No. N5504S

Time (Lcl) - 1700 MST

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

Finding(s)

1. LANDING GEAR, TIRE - SEPARATION

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED -
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1705 10/31/88 SAINT JOHNS,AZ A/C Reg. No. N8580M Time (Lcl) - 1210 MST

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

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

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

Make/Model - BEECH 35-B33	Eng Make/Model - CONTINENTAL IO-470-K	ELT Installed/Activated - YES/YES
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 - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAINT JOHNS,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	THERMAL,CA	ST JOHNS INDUSTRIAL AIRPK
Wind Dir/Speed- 045/006 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5323/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 339
SE LAND	Months Since - 5	Make/Model- 2
	Aircraft Type - C-150	Instrument- 57
		Multi-Eng - 5
		Last 24 Hrs - 4
		Last 30 Days- 6
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER TAKEOFF, THE PILOT NOTED CYLINDER HEAD TEMP AND MANIFOLD PRESSURE ABOVE RED LINE AND A LOSS OF ENGINE POWER. MIXTURE HAD BEEN LEANED FOR TKOF. THE ENGINE QUIT WHEN THE PLT CLOSED THE TURBOCHARGER WASTEGATE. A FORCED LANDING WAS MADE UPSLOPE ON "SLIGHTLY HILLY TERRAIN". DURING THE LANDING ROLL, THE AIRPLANE COLLIDED WITH A MANZANITA BUSH. AFTER THE ACCIDENT, THE ENGINE WAS INSPECTED, BUT NO MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1705

10/31/88

SAINT JOHNS,AZ

A/C Reg. No. N8580M

Time (Lcl) - 1210 MST

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - OVERTEMPERATURE
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. EXHAUST SYSTEM,WASTEGATE - OPEN
4. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - RISING
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) 4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1722

1/26/88

EL TORO, CA

A/C Reg. No. N4914H

Time (Lcl) - 1650 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

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

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 010/001 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

EL TORO MCAS

Runway Ident - 34

Runway Lth/Wid - 8000 -UNK/NR

Runway Surface - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 29

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 32

Make/Model- 32

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- 14

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING TOUCH-&-GO LANDINGS & WAS CLEARED FOR AN APCH BEHIND A C-130. HE STATED THAT HE NOTED THE TOUCHDOWN POINT OF THE C-130 & PLANNED HIS APCH TO REMAIN ABOVE THE C-130'S FLT PATH. HOWEVER, JUST BEFORE LANDING, WHEN THE ACFT WAS AT ABOUT 10' AGL, IT ENCTR'D WAKE TURBULANCE FROM THE C-130. SUBSEQUENTLY, THE ACFT LANDED HARD & THE NOSE GEAR COLLAPSED. FIRE ERUPTED, BUT IT WAS QUICKLY EXTINGUISHED BY FIRE/RESCUE PERSONNEL. AN EXAM OF THE SKID MARKS REVEALED THE CESSNA HAD CONTACTED THE RWY WELL SHORT OF WHERE MOST OF THE C-130 TRAFFIC HAD BEEN LANDING.

Brief of Accident (Continued)

File No. - 1722

1/26/88

EL TORO, CA

A/C Reg. No. N4914H

Time (Lcl) - 1650 PST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND

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

Occurrence #4 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1685

6/25/88

BIG BEAR, CA

A/C Reg. No. N9350F

Time (Lcl) - 1645 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - HUGHES 269B
Landing Gear - SKID
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RIALTO, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

HELICOPTER

Age - 28

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - H-269B

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

Total	-	73	Last 24 Hrs -	6
Make/Model-	73	Last 30 Days-	54	
Instrument-	0	Last 90 Days-	73	
Multi-Eng -	0	Rotorcraft -	73	

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING, THE PLT PERCEIVED HE WAS EXPERIENCING A LOSS OF ENGINE & ROTOR RPM. THE PLT STATED THAT HE ATTEMPTED TO REGAIN RPM BY AUTOROTATING. THE RPM WAS REGAINED IN THE AUTOROTATIVE DESCENT. THE PLT ELECTED TO CONTINUE THE DESCENT TO A LANDING. UPON TOUCHDOWN THE ACFT ROLLED OVER IN THE SOFT GROUND. THREE DAYS BEFORE THE ACCIDENT THE PLT WAS ISSUED A ROTORCRAFT-HELICOPTER PRIVATE PILOT CERTIFICATE.

Brief of Accident (Continued)

File No. - 1685

6/25/88

BIG BEAR, CA

A/C Reg. No. N9350F

Time (Lcl) - 1645 PDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. ENGINE INSTRUMENT - MISREAD - PILOT IN COMMAND
2. AUTOROTATION - INITIATED - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SOFT
4. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

-----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) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1666 7/02/88 ANTIOCH, CA A/C Reg. No. N607AA Time (Lcl) - 1600 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0

Injuries

Serious Minor None
1 0 0
0 1 0

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

Make/Model - LOCOLCE/BLACKWELL FALCON XP
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTAX 503DCF
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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- 270/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ANTIOCH
Runway Ident - 27
Runway Lth/Wid - 2500/ 25
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 44

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2331 Last 24 Hrs - UNK/NR
Make/Model- 331 Last 30 Days- UNK/NR
Instrument- 227 Last 90 Days- 60
Multi-Eng - 838

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ENTERING DOWNWIND FOR LANDING, THE RUDDER DID NOT RESPOND. THE AIRPLANE BEGAN TO YAW TO THE LEFT AT A 30 DEGREE BANKING SPIRAL TURN. THE PILOT DEPLOYED THE EMERGENCY PARACHUTE AND THE AIRPLANE COLLIDED WITH THE TERRAIN. INSPECTION OF THE AIRPLANE REVEALED THAT THE BOLT USED TO ATTACH THE RUDDER TO THE WING WAS MISSING.

Brief of Accident (Continued)

File No. - 1666

7/02/88

ANTIOCH,CA

A/C Reg. No. N607AA

Time (Lcl) - 1600 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLIGHT CONTROL, RUDDER - DISCONNECTED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. MISC EQPT/FURNISHINGS, PARACHUTE/DAG CHUTE - ENGAGED

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1689 7/08/88 WINTERHAVEN, CA A/C Reg. No. N646JS Time (Lcl) - 2130 PDT

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

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

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

Make/Model	- HILLER UH-12D	Eng Make/Model	- LYCOMING VO-540-C2A	ELT Installed/Activated	- NO -N/A
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 315 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - CALM</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - WET</p> <p style="padding-left: 40px;">SOFT</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 2</p> <p style="padding-left: 20px;">Aircraft Type - BH-47</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>- 8085</td> <td>Last 24 Hrs</td> <td>- 5</td> </tr> <tr> <td>Make/Model</td> <td>- 150</td> <td>Last 30 Days</td> <td>- 42</td> </tr> <tr> <td>Instrument</td> <td>- 143</td> <td>Last 90 Days</td> <td>- 84</td> </tr> <tr> <td>Multi-Eng</td> <td>- 190</td> <td>Rotorcraft</td> <td>- 5460</td> </tr> </table>	Total	- 8085	Last 24 Hrs	- 5	Make/Model	- 150	Last 30 Days	- 42	Instrument	- 143	Last 90 Days	- 84	Multi-Eng	- 190	Rotorcraft	- 5460
Total	- 8085	Last 24 Hrs	- 5															
Make/Model	- 150	Last 30 Days	- 42															
Instrument	- 143	Last 90 Days	- 84															
Multi-Eng	- 190	Rotorcraft	- 5460															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, THE PILOT REPORTED THAT WHILE SPRAYING A FIELD THE ENGINE EXPERIENCED A LOSS OF POWER. THE PILOT MADE AN ABRUPT MANEUVER TO AVOID OBSTACLES RESULTING IN A HARD LANDING AND ROLL OVER. THE ENGINE WAS RUN ON A TEST STAND AND FOUND TO OPERATE WITHIN NORMAL OPERATING PARAMETERS. EXAMINATION OF THE ENGINE AND AIRCRAFT SYSTEMS DID NOT REVEAL ANY REASON FOR THE POWER LOSS.

Brief of Accident (Continued)

File No. - 1689

7/08/88

WINTERHAVEN, CA

A/C Reg. No. N646JS

Time (Lcl) - 2130 PDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. LIGHT CONDITION - NIGHT
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - INTENTIONAL - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1687 7/16/88 CORONA, CA A/C Reg. No. N736HQ Time (Lcl) - 1340 PDT

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

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

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

Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">CORONA, CA</p> <p>Destination</p> <p style="padding-left: 20px;">YUCCA VALLEY, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">CORONA MUNI</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 3200/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 11</p> <p style="padding-left: 20px;">Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 200</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 10</td> <td>Last 30 Days- 1</td> </tr> <tr> <td>Instrument- UNK/NR</td> <td>Last 90 Days- 1</td> </tr> <tr> <td>Multi-Eng - 0</td> <td>Rotorcraft - 0</td> </tr> </table>	Total - 200	Last 24 Hrs - 0	Make/Model- 10	Last 30 Days- 1	Instrument- UNK/NR	Last 90 Days- 1	Multi-Eng - 0	Rotorcraft - 0
Total - 200	Last 24 Hrs - 0									
Make/Model- 10	Last 30 Days- 1									
Instrument- UNK/NR	Last 90 Days- 1									
Multi-Eng - 0	Rotorcraft - 0									

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF THE ENGINE FAILED TO DEVELOP FULL POWER & THE ACFT COLLIDED WITH TREES LOCATED APPROX 500 FT BEYOND THE RUNWAY. EXAM OF THE ENGINE REVEALED THE MIXTURE CONTROL ARM AT ITS FUEL PUMP HOUSING ATTACHMENT POINT HAD RESTRICTED MOVEMENT & WAS IMPROPERLY ADJUSTED. WHEN THE COCKPIT MIXTURE CONTROL WAS IN THE FULL RICH POSITION THE MIXTURE WAS FOUND SET TO APPROX A MID-RANGE POSITION. ANY AFT MOVEMENT OF THE MIXTURE CONTROL FROM ITS FULL RICH POSITION INITIATED AN ENGINE SHUTDOWN.

Brief of Accident (Continued)

File No. - 1687

7/16/88

CORONA, CA

A/C Reg. No. N736HQ

Time (Lcl) - 1340 PDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. MIXTURE CONTROL, LINKAGE - MOVEMENT RESTRICTED
 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1784 7/16/88 CORONA, CA A/C Reg. No. N5428R Time (Lcl) - 1120 PDT

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

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

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

Make/Model - COSTA TEENY-TWO	Eng Make/Model - RELIANT HAWK AE	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 588	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 40 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	CORONA
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 2.500 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 207
SE LAND	Months Since - 31	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 1
		Instrument- 5
		Last 30 Days- 1
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT TEENY-TWO ACFT WAS BUILT WITH A 40 HP, BRITISH RELIANT, HAWK AE ENG, RATHER THAN A VOLKSWAGON ENG WHICH BUILDERS NORMALLY USED. IT HAD BEEN FLOWN ONLY ONE TIME BEFORE THE ACDNT FLT. THE 1ST FLT WAS MADE IN COOLER TEMP CONDS WITHOUT INCIDENT; THE 2ND FLT WAS MADE ON AN 81 DEG DAY. THE PLT RPRTD THAT DRG TAKEOFF ON THE 2ND FLT, ALL SEEMED REASONABLY NORMAL UNTIL AFTER THE ACFT LIFTED OFF AT ABT MIDFIELD. AFTER IT HAD BECOME AIRBORNE & TRAVELED ABOUT 3/4 OF THE WAY DOWN THE 3200' RWY, THE PLT FELT THE ACFT "STAGGER A LITTLE." HE CHECKED FOR FULL THROTTLE & LOWERED THE NOSE TO PICK UP AIRSPEED. HOWEVER, AS THE ACFT CONTINUED OVER A SWAMP AT THE END OF THE RWY, IT STARTED TO SETTLE & WOULD NOT SUSTAIN FLT. SUBSEQUENTLY, IT TOUCHED DOWN & CRASHED ON THE SWAMPY TERRAIN. NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS RPRTD.

Brief of Accident (Continued)

File No. - 1784

7/16/88

CORONA, CA

A/C Reg. No. N5428R

Time (Lcl) - 1120 PDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - WET

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

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

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. - 1608 8/05/88 PALO ALTO, CA A/C Reg. No. N8662V Time (Lcl) - 0837 PDT

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

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

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

Make/Model - BELLANCA 7ECA	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SANTA CLARA COUNTY
Wind Dir/Speed- 270/003 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 13.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 65
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 2300 FT OVERCAST	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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 55
	Months Since - N/A	Make/Model- 31
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

ALL OF THE PILOT'S PRIOR FLIGHT TRAINING WAS DONE IN TAILWHEEL TYPE AIRCRAFT. THE PILOT HAD MADE FOUR FULL STOP LANDINGS DURING THE PATTERN PRACTICE INSTRUCTIONAL SESSION AND HE SAID THAT HE EXPERIENCED DIRECTIONAL CONTROL PROBLEMS DURING EACH OF THE LANDINGS. NO PROBLEMS WERE ENCOUNTERED DURING THE TAKEOFFS OR TAXI OPERATIONS. ON THE FIFTH LANDING, THE PILOT SAID THAT HE LOST DIRECTIONAL CONTROL JUST AFTER LOWERING THE TAIL TO THE GROUND AND THE "WIND PICKED UP THE LEFT WING." THE PILOT APPLIED POWER TO INITIATE A GO AROUND AND THE DIRECTIONAL CONTROL PROBLEM BECAME WORSE. AFTER LIFTOFF THE AIRCRAFT DRIFTED LEFT AND COLLIDED WITH SEVERAL STRUCTURES ON THE AIRPORT BEFORE FINALLY HITTING A LARGE TREE ON AN ADJACENT GOLF COURSE. THE MANAGEMENT OF THE FLYING CLUB STATED THAT THE STUDENT'S INSTRUCTOR WAS ON PROBATION FOR CONSISTENT PROBLEMS IN TURNING OUT WEAK STUDENTS.

Brief of Accident (Continued)

File No. - 1608

8/05/88

PALO ALTO, CA

A/C Reg. No. N8662V

Time (Lcl) - 0837 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)

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

Finding(s)

5. ABORTED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

6. OBJECT - FENCE
7. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1783 8/07/88 WATSONVILLE, CA A/C Reg. No. N333HL Time (Lcl) - 1345 PDT

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

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

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

Make/Model	- WITTMAN TAILWIND W-8	Eng Make/Model	- CONTINENTAL C-85-12F	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2300	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	HOLLISTER, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	HALF MOON BAY, CA	
Wind Dir/Speed	- 290/014 KTS	ATC/Airspace	Runway Ident
Visibility	- 35.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 2380	Last 24 Hrs - 1
SE LAND	Months Since - 6	Make/Model - 380	Last 30 Days - 16
	Aircraft Type - W-8	Instrument - UNK/NR	Last 90 Days - 50
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CLIMBING AFTER TAKEOFF, THE PILOT NOTICED A DROP IN OIL PRESSURE & A RISE IN OIL TEMPERATURE. SHORTLY THEREAFTER, THE ENGINE BEGAN KNOCKING & LOST POWER. THE PILOT MADE AN EMERGENCY LANDING IN A PLOWED FIELD. DURING THE LANDING ROLL, THE AIRPLANE NOSED OVER. AN INSPECTION OF THE ENGINE REVEALED A NUMBER TWO CONNECTING ROD BOLT HAD FAILED.

Brief of Accident (Continued)

File No. - 1783

8/07/88

WATSONVILLE, CA

A/C Reg. No. N333HL

Time (Lcl) - 1345 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD BOLT - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1787

8/14/88

HURON, CA

A/C Reg. No. N40071

Time (Lcl) - 0300 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
NONE

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

Make/Model - AYRES S2R-T34

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 8100

No. of Seats - 1

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

Number Engines - 1

Engine Type - TURBOPROP

Rated Power - 750 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE

Visibility - 6.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA

GLIDER

Age - 43

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - S2R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8700

Make/Model- 3000

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 6

Last 30 Days- 64

Last 90 Days- 103

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT AT NIGHT, THE AIRPLANE'S VERTICAL STABILIZER COLLIDED WITH A TRANSMISSION WIRE. SUBSEQUENTLY, THE VERTICAL STABILIZER & RUDDER WERE DISLOCATED & DIRECTIONAL CONTROL WAS LOST. REALIZING HE HAD LOST DIRECTIONAL CONTROL, THE PILOT ALLOWED THE ACFT TO IMMEDIATELY TOUCHDOWN & LAND. WHILE ON THE LANDING ROLL, THE ACFT HIT A "WATER LINE."

Brief of Accident (Continued)

File No. - 1787

8/14/88

HURON,CA

A/C Reg. No. N40071

Time (Lc1) - 0300 PDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. VISUAL LOOKOUT - REDUCED -
4. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. OBJECT - WIRE,TRANSMISSION
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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. - 1786 8/16/88 THERMAL, CA A/C Reg. No. N65120 Time (Lcl) - 2005 PDT

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

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

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

Make/Model	- HILLER UH-12E	Eng Make/Model	- LYCOMING VO-540-C2A	ELT Installed/Activated	- YES/YES
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 305 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 - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 13000
SE LAND, ME LAND, ME SEA	Months Since - 17	Make/Model- 3500
HELICOPTER	Aircraft Type - UH-12E	Instrument- 2300
		Multi-Eng - 2000
		Last 24 Hrs - 4
		Last 30 Days- 20
		Last 90 Days- 60
		Rotorcraft - 6000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER REFUELING THE HELICOPTER & RELOADING THE HOPPER, THE PLT TOOK OFF & WAS STARTING TO SPRAY A FIELD WHEN THE ENG SUDDENLY LOST POWER. THE PLT SAID THE HELICOPTER WAS DSCNDG FROM ABOUT 30 FT WHEN THE POWER LOSS OCCURRED; THUS, HE BARELY HAD TIME TO TAKE CORRECTIVE ACTION. THE HELICOPTER TOUCHED DOWN IN AN UPRIGHT ATTITUDE, BUT IT SKIDDED INTO A 1 FT BERM, ROLLED OVER & CAME TO REST IN A MUDDY/FLOODED FIELD. MUD & WATER WERE FOUND IN THE ACFT FUEL SYSTEM. THE EVIDENCE INDICATED THAT THE FUEL CONTAMINATION WAS NOT THE RESULT OF IMPACT & INVERSION. A CHECK OF THE MOBILE REFUELING UNIT REVEALED IT CONTAINED CRACKS WHICH ALLOWED MOISTURE & OTHER CONTAMINANTS TO ENTER. ALSO, THE MOBILE UNIT'S FUEL FILTER WAS IMPROPERLY INSTALLED & WAS NOT REMOVING CONTAMINANTS FROM THE FUEL.

Brief of Accident (Continued)

File No. - 1786

8/16/88

THERMAL,CA

A/C Reg. No. N65120

Time (Lcl) - 2005 PDT

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

Finding(s)

1. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - OTHER PERSON
2. FLUID,FUEL - CONTAMINATION
3. FLUID,FUEL - WATER
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

5. AUTOROTATION

Occurrence #3 ROLL OVER
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - BERM
7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - WET

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

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

Factor(s) relating to this accident is/are finding(s) 6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1785

8/19/88

KERMAN, CA

A/C Reg. No. N8930Q

Time (Lcl) - 1800 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire
IN FLIGHT

Crew
Pass

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

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

Make/Model - AYRES S2R

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

ELT Installed/Activated - UNK/NR

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 - 650 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

ME LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 19000

Make/Model- 7000

Instrument- 200

Multi-Eng - 400

Last 24 Hrs - UNK/NR

Last 30 Days- 100

Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG AN AERIAL APPLICATION FLT, THE ENG LOST POWER & A FIRE STARTED IN THE ENG COMPARTMENT WHEN A FUEL LINE FAILED, JUST FORWARD OF THE FIRE WALL. THE PLT MADE A SUCCESSFUL LANDING IN AN OPEN FIELD, BUT THE ACFT WAS SUBSTANTIALLY DAMAGED DUE TO THE FIRE.

Brief of Accident (Continued)

File No. - 1785

8/19/88

KERMAN,CA

A/C Reg. No. N8930Q

Time (Lcl) - 1800 PDT

Occurrence #1 FIRE
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FUEL SYSTEM,LINE - FAILURE,TOTAL
 2. FLUID,FUEL - LEAK
 3. ENGINE COMPARTMENT - FIRE
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1613 9/10/88 CORONA, CA A/C Reg. No. N45BH Time (Lcl) - 0745 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
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		Other	0	0	0	0
						1

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

Make/Model - BILLINGS/HUMBYRD THORP T-18	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1580	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CORONA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 25
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
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)
PRIVATE	Current - YES	Total - 906
SE LAND	Months Since - 17	Make/Model- 65
	Aircraft Type - M-20	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 42
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST PRIOR TO TOUCHDOWN A THORP T-18 AND A PIPER COLLIDED IN FLIGHT. THE PIPER STRUCK THE THORP FROM ABOVE AT APRX 10 FT AGL OVER THE THRESHOLD. THE THORP LANDED WITHOUT FURTHER INCIDENT. THE PIPER COMPLETED A NORMAL LANDING UNTIL THE PROPELLER CONTACTED THE RUNWAY. THE NOSE GEAR WAS SHEARED OFF FROM CONTACTING THE PROPELLER OF THE THORP. NEITHER PILOT REPORTED HAVING SEEN THE OTHER AIRPLANE. THE PIPER DID NOT HAVE OPERABLE RADIOS AND THE PIPER PILOT REPORTED FLYING THE TRAFFIC PATTERN 300 FT HIGHER THAN PUBLISHED.

Brief of Accident (Continued)

File No. - 1613

9/10/88

CORONA, CA

A/C Reg. No. N45BH

Time (Lcl) - 0745 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. COMMUNICATIONS - NOT POSSIBLE -
4. PLANNED APPROACH - IMPROPER - 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

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. - 1613 9/10/88 CORONA, CA A/C Reg. No. N56243 Time (Lc1) - 0745 PDT

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

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

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

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PALM SPRINGS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CORONA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 25
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2350
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

JUST PRIOR TO TOUCHDOWN A THORP T-18 AND A PIPER COLLIDED IN FLIGHT. THE PIPER STRUCK THE THORP FROM ABOVE AT APRX 10 FT AGL OVER THE THRESHOLD. THE THORP LANDED WITHOUT FURTHER INCIDENT. THE PIPER COMPLETED A NORMAL LANDING UNTIL THE PROPELLER CONTACTED THE RUNWAY. THE NOSE GEAR WAS SHEARED OFF FROM CONTACTING THE PROPELLER OF THE THORP. NEITHER PILOT REPORTED HAVING SEEN THE OTHER AIRPLANE. THE PIPER DID NOT HAVE OPERABLE RADIOS AND THE PIPER PILOT REPORTED FLYING THE TRAFFIC PATTERN 300 FT HIGHER THAN PUBLISHED.

Brief of Accident (Continued)

File No. - 1613

9/10/88

CORONA, CA

A/C Reg. No. N56243

Time (Lcl) - 0745 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. COMMUNICATIONS - NOT POSSIBLE -
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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

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

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. - 1616 10/02/88 PALMDALE, CA A/C Reg. No. N31386 Time (Lc1) - 1056 PDT

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

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

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

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PHOENIX, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LANCASTER, CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- HAZE		
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 - 630
SE LAND, ME LAND, SE SEA	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model - 12
		Instrument - 18
		Last 30 Days - 7
		Last 90 Days - 45
		Multi-Eng - 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APPROXIMATELY 6000 FT MSL TWO AIRPLANES COLLIDED IN FLIGHT. N49382 WAS CLIMBING TO ALTITUDE, N31386 WAS DESCENDING IN A SHALLOW LEFT TURN. THE AIRPLANE DESCENDING COLLIDED WITH THE CLIMBING AIRPLANE FROM BEHIND AND TO THE RIGHT. BOTH AIRPLANES WERE ABLE TO LAND WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1616

10/02/88

PALMDALE,CA

A/C Reg. No. N31386

Time (Lcl) - 1056 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation DESCENT

Finding(s)

1. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1616 10/02/88 PALMDALE, CA A/C Reg. No. N49382 Time (Lcl) - 1056 PDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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- CALM</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point EDWARDS AFB, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - MILITARY (VFR)</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
CFI	Current - YES	Total - 3592
SE LAND	Months Since - 6	Make/Model- 1500
	Aircraft Type - C-182RG	Instrument- 136
		Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT APPROXIMATELY 6000 FT MSL TWO AIRPLANES COLLIDED IN FLIGHT. N49382 WAS CLIMBING TO ALTITUDE, N31386 WAS DESCENDING IN A SHALLOW LEFT TURN. THE AIRPLANE DESCENDING COLLIDING WITH THE CLIMBING AIRPLANE FROM BEHIND AND TO THE RIGHT. BOTH AIRPLANES WERE ABLE TO LAND WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1616

10/02/88

PALMDALE, CA

A/C Reg. No. N49382

Time (Lcl) - 1056 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CLIMB

Finding(s)

1. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1617 10/07/88 PORTERVILLE, CA A/C Reg. No. N2141C Time (Lcl) - 1445 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 195B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 5

Eng Make/Model - JACOBS R-755-A2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/008 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
TULARE, CA
Destination
PORTERVILLE, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PORTERVILLE
Runway Ident - 30
Runway Lth/Wid - 6000/ 146
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-12

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 13000
Make/Model- 3000
Instrument- 1000
Multi-Eng - 900
Last 24 Hrs - 1
Last 30 Days- 50
Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE WHILE LANDING. THE AIRPLANE VEERED LEFT. WHEN THE PILOT CORRECTED TO THE RIGHT, THE LEFT MAIN LANDING GEAR COLLAPSED. THE AIRPLANE NOSED OVER AND CAME TO REST ON THE RIGHT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1617

10/07/88

PORTERVILLE, CA

A/C Reg. No. N2141C

Time (Lc1) - 1445 PDT

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

Finding(s)

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

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1618 10/08/88 CONCORD, CA A/C Reg. No. N8162T Time (Lcl) - 1538 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

Crew 0
Pass 0

Injuries

Serious Minor

0 0
0 0

None

1
1

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

Make/Model - PIPER PA-28RT-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING TIO-360-C1C6
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- 360/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NAPA, CA
Destination
CONCORD, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CONCORD BUCHANAN
Runway Ident - 32
Runway Lth/Wid - 2800/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 66

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2103	Last 24 Hrs	- 2
Make/Model-	393	Last 30 Days-	7
Instrument-	UNK/NR	Last 90 Days-	46
Multi-Eng	- 118	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING ROLL HE LOST DIRECTIONAL CONTROL OF THE AIRPLANE AND VEERED LEFT OF THE RUNWAY CENTERLINE. THE PILOT STATED THAT THE LEFT RUDDER WAS STUCK IN A FULLY DEFLECTED POSITION AND HIS ATTEMPT TO ADD RIGHT RUDDER WAS UNSUCCESSFUL. THE PILOT THEN APPLIED FULL POWER BUT, BEFORE BECOMING AIRBORNE, THE AIRPLANE WENT OFF THE RUNWAY AND CROSSED A GRASS DIVIDER AND TAXIWAY. THE AIRPLANE THEN ENTERED A RAMP AREA WHERE IT COLLIDED WITH AN UNOCCUPIED CESSNA 172. SUBSEQUENT EXAMINATION OF THE AIRPLANE BY FAA INSPECTORS REVEALED NO EVIDENCE OF A MALFUNCTION.

Brief of Accident (Continued)

File No. - 1618

10/08/88

CONCORD, CA

A/C Reg. No. N8162T

Time (Lcl) - 1538 PDT

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

Finding(s)

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

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

Finding(s)

3. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1609 10/16/88 VAN NUYS, CA A/C Reg. No. N25619 Time (Lcl) - 1015 PDT

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VAN NUYS
Wind Dir/Speed- 110/007 KTS	ATC/Airspace	Runway Ident - 16L
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 17
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 17
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

IN BOTH HIS ORAL AND WRITTEN STATEMENTS, THE STUDENT PILOT STATED THAT DURING THE LANDING ROLL HE LOST DIRECTIONAL CONTROL OF THE AIRPLANE. THE STUDENT ATTEMPTED TO MAKE A GO-AROUND, BUT BEFORE BECOMING AIRBORNE THE AIRPLANE VEERED TO THE LEFT OF THE RUNWAY CENTERLINE AND DEPARTED THE RUNWAY. THE AIRPLANE THEN CROSSED A GRASS DIVIDER AND COLLIDED WITH A FENCE, TREES AND UTILITY POLE. THE STUDENT PILOT REPORTED NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1609

10/16/88

VAN NUYS,CA

A/C Reg. No. N25619

Time (Lc1) - 1015 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. GO-AROUND - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)
5. OBJECT - FENCE
6. OBJECT - UTILITY POLE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1706 10/30/88 LOWER LAKE, CA A/C Reg. No. N2627K Time (Lcl) - 0854 PST

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

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

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

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1370	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	LOCAL	PEARCE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2485/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 700 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 54
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 54
		Last 30 Days- 38
		Last 90 Days- 54
		Rotorcraft - 54

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL SOLO INSTRUCTIONAL FLIGHT, THE HELICOPTER COLLIDED WITH THE TERRAIN IN AN OPEN FIELD APRX 3 MILES FROM THE AIRPORT. IT WAS REPORTED TO HAVE CONTACTED THE GROUND AT CONSIDERABLE DOWNWARD SPEED WITH HIGH ROTOR RPM. NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION. THE OPERATOR ESTIMATED THERE WAS A 600 TO 700 FT OVERCAST WITH 2 TO 3 MILES VISIBILITY AND FOG. ALSO, HE REPORTED THE STUDENT HAD BEEN INSTRUCTED TO REMAIN IN THE PATTERN TO PRACTICE LANDINGS.

Brief of Accident (Continued)

File No. - 1706

10/30/88

LOWER LAKE, CA

A/C Reg. No. N2627K

Time (Lc1) - 0854 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. SPATIAL DISORIENTATION - PILOT IN COMMAND
 6. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

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

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

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. - 1708 11/01/88 SAINT HELENA, CA A/C Reg. No. N4722E Time (Lcl) - 1640 PST

-----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 - AERONCA 7EC	Eng Make/Model - CONTINENTAL C-90-12F	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	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	INGLENOOK RANCH
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1700/ 12
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 93
SE LAND	Months Since - 10	Make/Model- 25
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT AFTER COMPLETING A THREE POINT LANDING, THE AIRPLANE BEGAN TO OSCILLATE. HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. SUBSEQUENTLY, THE AIRPLANE WENT OFF THE RUNWAY AND NOSED OVER IN SOFT DIRT. NO MECHANICAL FAILURE OR MALFUNCTION OF THE ACFT WAS REPORTED.

Brief of Accident (Continued)

File No. - 1708

11/01/88

SAINT HELENA,CA

A/C Reg. No. N4722E

Time (Lcl) - 1640 PST

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1707 11/03/88 HESPERIA, CA A/C Reg. No. N9874Y Time (Lcl) - 1446 PST

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

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

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

Make/Model - CHAMPION 7FC	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	UNK/NR	HESPERIA AIR LODGE
Wind Dir/Speed- 260/020 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3910/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 101
SE LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - 7FC	Make/Model- 25
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES RPRTD THAT THE WINDS AT THE ARPT WERE OUT OF THE WEST AT ABOUT 20 KTS WITH PEAK GUSTS OF ABOUT 37 KTS. THEY STATED THE WIND SOCK WAS INDICATING A DIRECT X-WIND WITH RWY 3/21 & THAT THE PLT INITIATED HIS TAKEOFF ON RWY 21. WITNESSES RPRTD THAT DURING TAKEOFF, THE ACFT SETTLED BACK TO THE RWY SVRL TIMES BEFORE REMAINING AIRBORNE. RPRTDLY, THE ACFT DID NOT ATTAIN A POSITIVE RATE OF CLIMB. ACCORDING TO ONE WITNESS, THE ACFT'S LEFT WING DROPPED, THEN THE ACFT BEGAN TO SPIN TO THE GROUND. THE PLT ESTD THE ACFT WAS ABOUT 51 LBS OVER ITS APPROVED GROSS WT. DENSITY ALT WAS CALCULATED TO BE ABOUT 5700 FT. NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION OF THE ACFT WAS RPRTD.

Brief of Accident (Continued)

File No. - 1707

11/03/88

HESPERIA, CA

A/C Reg. No. N9874Y

Time (Lcl) - 1446 PST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. AIRSPEED - INADEQUATE - PILOT IN COMMAND
8. 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) 1,7,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1704 11/04/88 SAN DIEGO, CA A/C Reg. No. N3875H Time (Lcl) - 1200 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	0
Accident Occurred During - LANDING			0	0	0
					1
					2

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

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MONTGOMERY FIELD
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - 28R
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 156
SE LAND	Months Since - 8	Make/Model- 3
	Aircraft Type - C-172RG	Instrument- 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMB AFTER TAKEOFF, THE ENGINE LOST PARTIAL POWER. A TURN WAS MADE TO LAND ON RWY 10R, BUT THE PILOT WAS UNABLE TO REACH THE LANDING AREA. SUBSEQUENTLY, HE MADE A WHEELS-UP LANDING SHORT OF THE RUNWAY. AN INSPECTION OF THE ENGINE REVEALED EVIDENCE OF DETONATION OR PREIGNITION IN THE NUMBER FOUR CYLINDER. ANOTHER PILOT, WHO HAD FLOWN THE AIRPLANE ON THE PREVIOUS FLIGHT, SAID THAT WHEN HE WAS RETURNING TO THE AIRPORT FROM A LONG FLIGHT, THE ENGINE BEGAN TO VIBRATE AND THE OIL TEMP AND CYLINDER HEAD TEMP ROSE ABOVE THE RED LINE. AFTER LANDING, HE NOTIFIED THE OPERATOR. THE OPERATOR REPORTED THAT A NEW SET OF SPARK PLUGS WERE INSTALLED AFTER THAT FLIGHT AND THE ENGINE RAN FINE.

Brief of Accident (Continued)

File No. - 1704

11/04/88

SAN DIEGO,CA

A/C Reg. No. N3875H

Time (Lcl) - 1200 PST

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - OVERTEMPERATURE
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. WHEELS UP LANDING - INTENTIONAL -

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1792 11/05/88 MADERA, CA A/C Reg. No. N3730J Time (Lcl) - 1350 PST

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MADERA MUNI
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 150
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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 49
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 49
		Last 30 Days- 4
		Instrument- 0
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT ON THE LAST LANDING, THE AIRPLANE TOUCHED DOWN HARD. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED & THE AIRPLANE WENT OFF THE LEFT SIDE OF THE RUNWAY. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1792

11/05/88

MADERA,CA

A/C Reg. No. N3730J

Time (Lc1) - 1350 PST

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

Finding(s)

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

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1791 11/09/88 SACRAMENTO, CA A/C Reg. No. N17293 Time (Lcl) - 1615 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 140/006 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - 11000 FT OVERCAST

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

NATOMAS FLD

Runway Ident - 16

Runway Lth/Wid - 2700/ 30

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)

STUDENT

Age - 39

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 61

Make/Model- 61

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING TOUCH-&-GO LANDINGS ON HIS 3RD INSTRUCTIONAL SOLO FLT. DRG AN APCH TO LAND, THE ACFT WAS SLIGHTLY TO THE RIGHT OF THE RWY. THE STUDENT TRIED TO CORRECT THE SITUATION, THEN DECIDED THE ACFT WAS TOO CLOSE TO THE GROUND. HE ADDED FULL PWR TO GO AROUND. HOWEVER, THE ACFT BEGAN TO DRIFT TO THE LEFT & WAS NOT GAINING ALTITUDE. SUBSEQUENTLY, IT DRIFTED OFF THE RWY & COLLIDED WITH AN UNOCCUPIED AIRPLANE. AFTER THE ACDNT, THE PILOT NOTED THE THROTTLE WAS IN THE FULL FWD PSN & THE FLAPS WERE FULLY EXTENDED. THERE WAS NO RPRTD MECHANICAL FAILURE OR MALFUNCTION PRIOR TO THE ACDNT.

Brief of Accident (Continued)

File No. - 1791

11/09/88

SACRAMENTO, CA

A/C Reg. No. N17293

Time (Lc1) - 1615 PST

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. ABORTED LANDING - IMPROPER - PILOT IN COMMAND
 3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

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. - 1790 11/11/88 EUREKA, CA A/C Reg. No. N7904V Time (Lcl) - 1600 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 180H
Landing Gear - FLOAT
Max Gross Wt - 2800
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/010 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 4000 FT OVERCAST
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-CALM

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND, SE SEA

Age - 48

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3000	Last 24 Hrs	- UNK/NR
Make/Model	- 150	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 50
Multi-Eng	- 500	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF RUN ON CALM WATER, THE FLOATPLANE PILOT NOTICED THREE PYLONS AHEAD. HE FELT THERE WAS INSUFFICIENT SPACE TO ABORT, SO HE CONTINUED THE TAKEOFF. JUST BEFORE REACHING THE PYLONS, HE ROTATED THE AIRPLANE IN AN EFFORT TO LIFT-OFF & CLEAR THE OBSTACLES. THE PLANE BECAME AIRBORNE, BUT IT STALLED AND THE LEFT WING DROPPED AND STRUCK A PYLON. THERE WAS NO REPORTED MECHANICAL FAILURE OR MALFUNCTION OF THE AIRPLANE BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1790

11/11/88

EUREKA, CA

A/C Reg. No. N7904V

Time (Lcl) - 1600 PST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1749 10/08/88 PUEBLO,CO

A/C Reg. No. N102EC

Time (Lcl) - 1736 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - BELLANCA 8KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-H1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 360/012 KTS
Visibility - 65.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GARDEN CITY,KS
Destination
SALIDA,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 - FORCED LANDING

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - ATR 42

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8850
Make/Model- 150
Instrument- 1435
Multi-Eng - 6130
Last 24 Hrs - 3
Last 30 Days- 50
Last 90 Days- 190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT & HIS PVT PLT WIFE WERE FLYING X-COUNTRY ON VACATION. WHILE EN ROUTE, THE ENG BEGAN RUNNING ROUGH & LOST POWER. DRG AN EMERGENCY DSCNT, THE PLT RESTARTED THE ENG & INITIATED A CLIMB TO SELECT A BETTER LNDG SITE, BUT THE ENG LOST POWER AGAIN. EFFORTS TO RESTART THE ENG A 2ND TIME FAILED. AN EMERGENCY LNDG WAS MADE TO THE WEST ON A GRAVEL ROAD WITH A GUSTY X-WIND FROM THE NORTH. THE PLT RPRTD THAT DRG THE LNDG ROLL, HE LOST DIRECTIONAL CONTROL & THE PLANE WENT OFF THE RIGHT SIDE OF THE ROAD. SUBSEQUENTLY, IT CROSSED A DITCH & WAS DAMAGED. DRG A POST ACDNT INSPN, NO FUEL WAS FOUND IN THE RIGHT TANK & LESS THAN 2 QUARTS WAS REMAINING IN THE LEFT TANK. DRG AN OPNL CHECK OF THE ENG, IT STARTED & RAN NORMALLY.

Brief of Accident (Continued)

File No. - 1749

10/08/88

PUEBLO, CO

A/C Reg. No. N102EC

Time (Lc1) - 1736 MDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROADWAY/HIGHWAY
5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
6. WEATHER CONDITION - CROSSWIND
7. WEATHER CONDITION - GUSTS

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

Finding(s)

8. TERRAIN CONDITION - DITCH

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

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

Factor(s) relating to this accident is/are finding(s) 5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1750 10/19/88 DECKERS,CO A/C Reg. No. N99TV Time (Lcl) - 1424 MDT

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

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

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

Make/Model - BELL 206L-3	Eng Make/Model - ALLISON 250-C30P	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4250	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 650 HP	

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

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

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6212
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - 206L-3	Make/Model- 405
		Last 30 Days- 32
		Instrument- 404
		Last 90 Days- 121
		Multi-Eng - 242
		Rotorcraft - 2012

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A CORPORATE FLT THRU A CANYON IN MARGINAL WX CONDS, THE HELICOPTER COLLIDED WITH THE STATIC PORTION OF A POWER TRANSMISSION LINE & CRASHED. THE ACDNT OCCURRED WHERE A 2,554 FT SPAN OF THE POWER LINE CROSSED THE SOUTH PLATTE RIVER. THE POWER LINE (WITH LESS THAN 150 FT MEAN HEIGHT ABOVE THE TERRAIN) WAS NOT MARKED, NOR WAS IT REQUIRED TO BE MARKED, ALTHOUGH SPHERICAL MARKERS HAD ALREADY BEEN SCHEDULED FOR INSTLN ON THIS SPAN. ACCORDING TO LOCAL MEDIA PLTS, THE PLT OF N99TV WAS FAMILIAR WITH THE AREA & WAS AWARE OF THE POWER LINE. THE NEAREST WITNESS (ABT 1-1/2 MI FROM THE CRASH SITE) SAW THE HELICOPTER PASS OVERHEAD BEFORE IT CRASHED. ACCORDING TO THIS WITNESS, THERE WAS REDUCED VISIBILITY IN THE AREA WITH LIGHT RAIN. HIKERS IN THE AREA RPRTD RAIN, HAIL, HIGH WINDS & REDUCED VISIBILITY WITH MTN TOPS OBSCURED.

Brief of Accident (Continued)

File No. - 1750

10/19/88

DECKERS,CO

A/C Reg. No. N99TV

Time (Lcl) - 1424 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - RAIN
 5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

6. OBJECT - WIRE,TRANSMISSION
 7. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 8. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1675 11/28/88 FAIRPLAY, CO A/C Reg. No. N1464Q Time (Lcl) - UNK/NR

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

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

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

Make/Model - CESSNA 150L	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 - 1600	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	BROOMFIELD, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	KREMMLING, CO	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, FOREIGN	Current - YES	Total - 103
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - C-150	Make/Model- 94
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 14
		Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED FROM THE DENVER AREA AT APPROX 1640 AND ATTEMPTED TO FLY TO KREMMLING. THE ROUTE OF FLIGHT REQUIRED THE PLT TO TRAVERSE MOUNTAINOUS TERRAIN. THE PLT WAS NOT INSTRUMENT RATED AND THE ACFT WAS NOT EQUIPPED FOR IFR FLIGHT. THE ACFT WRECKAGE WAS FOUND IN AN OPEN FIELD IN A NEAR VERTICAL NOSE LOW ATTITUDE. THE WEATHER CONDS IN THE ACCIDENT AREA AT APPROX 1700 CONSISTED OF HIGH WINDS AND LOW VISIBILITY IN BLOWING SNOW. THE SUNSET OCCURRED AT 1650.

Brief of Accident (Continued)

File No. - 1675

11/28/88

FAIRPLAY,CO

A/C Reg. No. N1464Q

Time (Lcl) - UNK/NR

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - NIGHT
3. WEATHER CONDITION - SNOW
4. WEATHER CONDITION - HIGH WIND
5. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

7. STALL - INADVERTENT - PILOT IN COMMAND
8. SPATIAL DISORIENTATION - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1639 4/16/88 WINDHAM, CT A/C Reg. No. N7504G Time (Lcl) - 1330 EDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/035 KTS</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 - TRAFFIC PATTERN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data WINDHAM</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2800/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 60</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 596</p> <p>Make/Model- 252</p> <p>Instrument- 12</p> <p>Multi-Eng - 5</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 6</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF AND FLEW A SHORT PATTERN AROUND THE AIRPORT. THE PILOT STATED THAT ON DESCENT FROM 1200 FEET STRONG WINDS STARTED PUSHING THE AIRCRAFT AND HE WAS LOSING CONTROL. THE AIRCRAFT BOUNCED AND HE DECIDED TO GO AROUND. HOWEVER, ON CLIMB OUT THE AIRCRAFT WOULD NOT GAIN ALTITUDE AND COLLIDED WITH TREES AT THE END OF THE RUNWAY. THE AIRCRAFT CARTWHEELED AND IMPACTED THE GROUND. TWO WITNESSES SAID THE AIRCRAFT TOUCHED DOWN OVER 1/2 WAY DOWN THE 2,800 FOOT LONG RUNWAY ON ITS NOSE WHEEL.

Brief of Accident (Continued)

File No. - 1639

4/16/88

WINDHAM,CT

A/C Reg. No. N7504G

Time (Lc1) - 1330 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1646

4/25/88

NEW HAVEN, CT

A/C Reg. No. N4528V

Time (Lcl) - 0905 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - BEECH 35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
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/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - 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

TWEED-NEW HAVEN
Runway Ident - 20
Runway Lth/Wid - 5600/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
GLIDER

Age - 61

Biennial Flight Review

Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2617	Last 24 Hrs	- 0
Make/Model	- 11	Last 30 Days	- UNK/NR
Instrument	- 289	Last 90 Days	- 11
Multi-Eng	- 88		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ENGINE START THE THROTTLE JAMMED IN THE FULL FORWARD POSITION AND COULD NOT BE PULLED BACK TO THE IDLE POSITION TO RETARD THE POWER. THE AIRCRAFT STARTED ROLLING AND COLLIDED WITH AN UNOCCUPIED PARKED AIRCRAFT. EXAMINATION OF THE THROTTLE CONTROL SYSTEM REVEALED A NUT THAT HAD NOT BEEN SAFETIED HAD BACKED OFF.

Brief of Accident (Continued)

File No. - 1646

4/25/88

NEW HAVEN, CT

A/C Reg. No. N4528V

Time (Lcl) - 0905 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. THROTTLE/POWER LEVER - NOT SAFETIED
 2. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1717 10/29/88 DOVER, DE

A/C Reg. No. N2074T

Time (Lcl) - 1615 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crw 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 - 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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 270/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STEVENSVILLE, MD
Destination
FARMINGDALE, NY

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1093
Make/Model- 900
Instrument- 280
Multi-Eng - 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF THE PLT BEGAN A CRUISE CLIMB TO 5500 FT. HE RPRTD THAT WHEN THE ACFT REACHED 5200 FT, HE NOTICED OIL SPRAYING FROM UNDERNEATH THE FRONT OF THE ENG COWLING. THE OIL EVENTUALLY COVERED THE WINDSCREEN. THE PLT DIVERTED TOWARD A NEARBY ARPT, BUT THE ENG BEGAN TO RUN ROUGH, SO HE OPTED TO LAND IN A FIELD. THE ENGINE QUIT DURING THE LNDG APCH. DRG THE LANDING ROLL, THE ACFT STRUCK A FENCE, DAMAGING THE WINGS & LEFT MAIN GEAR. EXAMINATION OF THE ACFT REVEALED THE PROP GOVERNOR OIL LINE HAD FRACTURED AT A BEND, NEXT TO WHERE IT CONNECTED TO THE GOVERNOR. TWO CLAMPS FOR SECURING THE OIL LINE WERE MISSING. THE OWNER RPRTD THAT THE GOVERNOR OIL LINE HAD BEEN REPLACED 41 OPERATING HRS BEFORE THE ACDNT. HE SAID THAT DRG THE EMERG LANDING, HE DID NOT SEE THE FENCE DUE TO OIL ON THE WINDSCREEN.

Brief of Accident (Continued)

File No. - 1717

10/29/88

DOVER, DE

A/C Reg. No. N2074T

Time (Lc1) - 1615 EDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, GOVERNOR -
2. LUBRICATING SYSTEM, OIL LINE - NOT SECURED
3. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
4. LUBRICATING SYSTEM, OIL LINE - FATIGUE

Occurrence #2 LOSS OF ENGINE POWER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED -
6. FLUID, OIL - EXHAUSTION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
8. OBJECT - FENCE
9. 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) 2,3,4,6

Factor(s) relating to this accident is/are finding(s) 7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1610

9/04/88

LAKE WALES, FL

A/C Reg. No. N722TC

Time (Lcl) - 1030 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/010, KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VERO BEACH, FL
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRSTRIP

Airport Data

CHALET SUZANNE AIR STRIP
Runway Ident - 36
Runway Lth/Wid - 2450/ 50
Runway Surface - GRASS/TURF
Runway Status - WET

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 - 33
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total	-	446	Last 24 Hrs - 0
Make/Model-	396		Last 30 Days- 3
Instrument-	79		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE APPROACHED THE 2,450 FT GRASS AIRSTRIP FROM THE NE & CIRCLED NORTH OF IT TO OBSERVE THE WINDSOCK. THE WIND APPEARED TO BE FROM THE EAST. THE PILOT ENTERED THE PATTERN TO LAND ON RWY 36. WHILE FLARING TO LAND THE ACFT FLOATED DOWN THE RWY & TOUCHED DOWN AT MIDFIELD. THE PLT APPLIED THE BRAKES BUT WAS UNABLE TO STOP THE ACFT BEFORE IT WENT OFF THE END & COLLIDED WITH A RWY LIGHT & FENCE. HE FURTHER STATED A GO-AROUND WAS NOT POSSIBLE DUE TO INSUFFICIENT RWY REMAINING. AFTER EXITING THE ACFT THE PLT FURTHER STATED THE WIND WAS FROM THE SOUTH AT 10-15 KNOTS. ACCORDING TO THE OWNER OF THE AIRSTRIP, THE PLT LANDED WITH A 10-15 KNOT TAILWIND.

Brief of Accident (Continued)

File No. - 1610

9/04/88

LAKE WALES, FL

A/C Reg. No. N722TC

Time (Lc1) - 1030 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

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

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

Finding(s)

5. OBJECT - RUNWAY LIGHT
6. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1615

9/07/88

MORRISTON, FL

A/C Reg. No. N9525R

Time (Lc1) - 1603 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

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

Make/Model - BEECH K35

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2900

No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-N

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 285 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/007 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 900 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ASHEVILLE, NC

Destination

BROOKSVILLE, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR FLIGHT FOLLOWING

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 30

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 - 40

Make/Model- 10

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ABOUT 47 MILES FROM HOME AND NEARING COMPLETION OF A X-C FLT WITH HIS WIFE, FATHER, AND MOTHER. THE PLT HAD REQUESTED VFR FLIGHT FOLLOWING & HAD BEEN CRUISING AT 6500 FT. THE PLT ADVISED ATC THEY WERE DOWN TO 6250 FT & NEEDED TO DESCEND FURTHER TO REMAIN VFR. ATC ADVISED THE FLT THERE WAS OPPOSITE IFR TRAFFIC WHO HAD ADVISED HE WAS "IN SOLID" & REQUESTED THE VFR FLT TO DELAY DESCENT IF POSSIBLE UNTIL TRAFFIC WAS CLEAR. THE PLT AGREED BUT SAID "WELL OK, I'M GOING TO BE IN THE CLDS." ABOUT 45 SECS LATER, THE PLT ADVISED, "OH YEAH, WE'RE WE'RE IN A SPIN, I'M NOT SURE WHICH WAY WE'RE GOIN' HERE, I'VE LOST IT, I'M SORRY. " A GRND WITNESS HEARD THE ENGINE REV UP IN THE CLDS, LOOKED UP & SAW THE FUSELAGE MINUS WINGS & TAIL SPINNING FROM OVRCAST. THE WITNESS SAID VFR CONDTNS PREVAILED AT GRND LEVEL. THE PLT HAD OWNED ACFT ABOUT 2 YRS BUT NEVER REGSTED IT & THERE WAS NO ANNUAL INSP PERFORMED. NO PLT OR ACFT LOGBOOKS WERE FOUND.

Brief of Accident (Continued)

File No. - 1615

9/07/88

MORRISTON, FL

A/C Reg. No. N9525R

Time (Lcl) - 1603 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

5. SPATIAL DISORIENTATION - PILOT IN COMMAND
6. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
8. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT

Finding(s)

9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,9

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. - 1614 9/17/88 TAMPA, FL A/C Reg. No. N5223G Time (Lcl) - 1110 EDT

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

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

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

Make/Model	- CESSNA 305A	Eng Make/Model	- CONTINENTAL O-470-11	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 213 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LUTZ, FL	VANDENBERG
Wind Dir/Speed	- 090/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 8.0 SM	Type of Flight Plan	- 36
Lowest Sky/Clouds	- 1800 FT SCATTERED	Type of Clearance	- 3260/ 65
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 4192	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 10	Make/Model - 12	Last 30 Days - 4
HELICOPTER, GLIDER	Aircraft Type - PA-28	Instrument - 164	Last 90 Days - 7
		Multi-Eng - 8	Rotorcraft - 129

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT EXPERIENCED COMPLETE LOSS OF ENGINE POWER WHILE CLIMBING THROUGH 200 FT. THE AIRCRAFT STALLED AND MUSHED, DESCENDING OUT OF CONTROL AND CRASHING TO THE GROUND. THE ENGINE WAS OPERATED TO FULL POWER AFTER THE ACCIDENT. THE CAUSE OF THE LOSS OF ENGINE POWER COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1614

9/17/88

TAMPA, FL

A/C Reg. No. N5223G

Time (Lcl) - 1110 EDT

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
-

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

Finding(s)

2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1651 9/29/88 BELLEVIEW, FL A/C Reg. No. N9051G Time (Lcl) - 1300 EDT

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

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

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

Make/Model - CESSNA 182N	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	ALBANY, GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MCMECHEN
Wind Dir/Speed- 050/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1076
SE LAND	Months Since - 4	Last 24 Hrs - 3
	Aircraft Type - C-182N	Make/Model- 500
		Last 30 Days- 4
		Instrument- 126
		Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER CLEARING TRANSMISSION WIRES AT THE APCH END OF THE RWY, THE PLT STATED THE ACFT WAS LOW & SLOW. PRIOR TO TOUCHDOWN SHE STATED THE ACFT STALLED, THEN LANDED HARD. THE NOSE WHEEL COLLAPSED DURING THE TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1651

9/29/88

BELLEVUE, FL

A/C Reg. No. N9051G

Time (Lc1) - 1300 EDT

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
 2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1653 10/01/88 ORLANDO, FL A/C Reg. No. N2628B Time (Lc1) - 1030 EDT

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

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

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

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1370	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 131 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	RYBOLT RANCH
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2700
SE LAND,ME LAND	Months Since - 15	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - C-152	Make/Model- 1760
		Last 30 Days- 75
		Instrument- 112
		Last 90 Days- 100
		Multi-Eng - 330
		Rotorcraft - 2000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING HOVERING THE HELICOPTER BEGAN TO DRIFT. THE INSTRUCTOR PLT CORRECTED THIS & RETURNED CONTROL TO THE STUDENT PLT. THE HELICOPTER THEN BEGAN TO DESCEND & THE INSTRUCTOR PLT ATTEMPTED TO CORRECT THIS WITH COLLECTIVE, BUT THE STUDENT PLT APPLIED OPPOSITE COLLECTIVE INPUT. A SKID CAUGHT THE GROUND & THE HELICOPTER THEN EXPERIENCED DYNAMIC ROLLOVER. THE STUDENT HAD 7 HOURS OF TOTAL FLIGHT TIME.

Brief of Accident (Continued)

File No. - 1653

10/01/88

ORLANDO, FL

A/C Reg. No. N2628B

Time (Lcl) - 1030 EDT

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

Finding(s)

1. DESCENT - INITIATED - DUAL STUDENT
2. CONTROL INTERFERENCE - INADVERTENT - DUAL STUDENT
3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 ROLL OVER
Phase of Operation HOVER

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1665 10/05/88 VERO BEACH, FL A/C Reg. No. N8602F Time (Lcl) - 0910 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 0	None 2
Flight Conducted Under	-14 CFR 141	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING						

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

Make/Model	- HUGHES 269C	Eng Make/Model	- LYCOMING H10-360-D1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 190 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	VERO BEACH
Wind Dir/Speed	- 320/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 29R
Lowest Sky/Clouds	- 3000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- 20000 FT OVERCAST	- NONE	- 2650/ 5
Obstructions to Vision	- NONE	Type of Clearance	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status
			- DRY
			SIMULATED FORCED LANDING

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 1787	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 5	Make/Model- 300	Last 30 Days- 94
HELICOPTER	Aircraft Type - PA-44	Instrument- 75	Last 90 Days- 228
		Multi-Eng - 47	Rotorcraft - 729

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE DOING A STUCK LEFT PEDAL MANEUVER, THE HELICOPTER WAS FLOWN WITH A 5 DEGREE YAW TO THE LEFT. AS THE AIRSPEED ZEROED, THE COLLECTIVE WAS BROUGHT IN TO BRING THE NOSE AROUND AND LIGHT CONTACT WAS MADE WITH THE GROUND. HE THEN STATED THAT GROUND RESONANCE STARTED AND PROGRESSED SO RAPIDLY THAT THE HELICOPTER DESTROYED ITSELF ALMOST IMMEDIATLY. POST ACCIDENT EXAMINATION OF THE THREE BLADE FRICTION DAMPERS REVEALED EVIDENCE THAT SUGGESTS THAT THE MAJORITY OF THE BRONZE PLATES INSIDE THE DAMPERS WERE WORN BEYOND ACCEPTABLE LIMITS. THE PILOT REPORTED THAT HE HAD STOPPED THREE TIMES DURING THE FLIGHT TO RE-PHASE THE MAIN ROTOR SYSTEM.

Brief of Accident (Continued)

File No. - 1665

10/05/88

VERO BEACH, FL

A/C Reg. No. N8602F

Time (Lcl) - 0910 EDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation HOVER

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

3. ROTOR SYSTEM, MAIN ROTOR HUB DAMPER - WORN
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND(CFI)
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1652 10/05/88 FORT PIERCE, FL A/C Reg. No. N91323 Time (Lcl) - 1300 EDT

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2A	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 - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	FORT PIERCE, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	VERO BEACH, FL	STRAZZULA BROTHERS
Wind Dir/Speed- 050/011 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 79
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - PA-38	Make/Model- 79
		Last 30 Days- 31
		Instrument- 3
		Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING MANEUVERS NEAR A GRASS AIRSTRIP, THE LEFT SIDE OF THE ENGINE COWLING OPENED. THE PLT ELECTED TO PERFORM A LOW PASS TO OBSERVE WIND DIRECTION, THEN A PRECAUTIONARY LANDING AT THE AIRSTRIP. AFTER TOUCHDOWN, THE ACFT BECAME AIRBORNE AND DRIFTED OFF THE RWY, STRIKING THEN COMING TO REST UPRIGHT AT A DIKE. ACCORDING TO THE CHIEF PILOT OF THE FLIGHT SCHOOL, THERE WAS A 60-70 DEGREE, 15 KNOT CROSSWIND AT THE AIRSTRIP WHEN HE ARRIVED ONE HOUR AFTER THE ACCIDENT. NO MECHANICAL FAILURES OR MALFUNCTIONS WERE REPORTED.

Brief of Accident (Continued)

File No. - 1652

10/05/88

FORT PIERCE, FL

A/C Reg. No. N91323

Time (Lcl) - 1300 EDT

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

Finding(s)

1. COOLING SYSTEM, COWLING - UNLATCHED

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

2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
5. DIVERTED ATTENTION - PILOT IN COMMAND
6. TERRAIN CONDITION - DITCH

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

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

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. - 1654 10/06/88 MIAMI, FL A/C Reg. No. N3263G Time (Lcl) - 1355 EDT

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

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

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

Make/Model - REPUBLIC RC-3	Eng Make/Model - LYCOMING G0-480	ELT Installed/Activated - YES/YES
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2980	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 270 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TAMiami, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 100/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2700 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3000
SE LAND, ME LAND, SE SEA	Months Since - 0	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 175
		Last 30 Days- 20
		Instrument- 50
		Last 90 Days- 75
		Multi-Eng - 2000

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS HAVING PROBLEMS WITH THE ELEVATOR TRIM AND ELECTED TO LAND THE AMPHIBIOUS ACFT IN THE BAY. HE ACKNOWLEDGED AND WITNESSES OBSERVED HIM LOWER THE LANDING GEAR PRIOR TO ATTEMPTING TO LAND ON THE WATER. THE AIRCRAFT FLIPPED INVERTED UPON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1654

10/06/88

MIAMI, FL

A/C Reg. No. N3263G

Time (Lc1) - 1355 EDT

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

Finding(s)

1. GEAR EXTENSION - IMPROPER - PILOT IN COMMAND
2. HABIT INTERFERENCE - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND
4. WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - WATER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1702 10/15/88 TAMPA, FL

A/C Reg. No. N65523

Time (Lc1) - 0745 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
ON GROUND

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

Make/Model - RAVEN S-60A
Landing Gear - N/A
Max Gross Wt - 1800
No. of Seats - UNK/NR

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

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

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

Weather Data

Wx Briefing - TV WX
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 140/007 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

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 - STRAIGHT-IN

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

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

FREE BALLOON

Age - 34
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 1480	Last 24 Hrs	- 1
Make/Model	- UNK/NR	Last 30 Days	- 15
Instrument	- 0	Last 90 Days	- 36

Instrument Rating(s) - NONE

-----Narrative-----

DRG AN APCH TO LAND, THE PLT SAW SOME BUSHES & ANOTHER BALLOON (WHICH HAD ALREADY LANDED) IN HIS INTENDED LANDING AREA. HE APPLIED BURNER TO SOAR OVER THE OBSTACLES, THEN PULLED THE ENVELOPE VENT TO QUICKLY DESCEND AFTER THE OBSTACLES HAD BEEN CLEARED. HE RPRTD THAT WITH NO PAX ABOARD, THE REACTION TIME OF THE VENTING PROCESS TOOK LONGER THAN ANTICIPATED. THE BALLOON WAS LANDED NEXT TO POWER LINES, & SUBSEQUENTLY, THE ENVELOPE BECAME DRAPED OVER THE LINES. A FIRE ERUPTED FROM CONTACT WITH THE LINES & HOLES WERE BURNED IN THE ENVELOPE. THE PLT STATED THE BALLOON WAS TOO BIG TO FLY IN WINDY CONDITIONS WITH ONLY A PLT ABOARD. HE BELIEVED THE ACDNT COULD HAVE BEEN AVOIDED BY HAVING MORE WEIGHT ON BOARD IN THE FORM OF PAX OR BALLAST.

Brief of Accident (Continued)

File No. - 1702

10/15/88

TAMPA,FL

A/C Reg. No. N65523

Time (Lcl) - 0745 EDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FIRE
Phase of Operation LANDING

Finding(s)

3. BALLOON EQUIPMENT,ENVELOPE - BURNED
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1700 10/21/88 LA BELLE, FL A/C Reg. No. N4930D Time (Lcl) - 1545 EDT

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

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

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

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WIMAUMA, FL	ORANGE GROVE
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 70
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 320
SE LAND	Months Since - 3	Make/Model- 201
	Aircraft Type - C-182A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 6
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING SOFT FIELD TAKEOFF FROM A ROUGH STRIP THE ACFT COLLIDED WITH A HOLE CAUSING THE NOSE WHEEL TO DROP ONTO THE RUNWAY HARD. THE NOSE WHEEL SEPARATED AND THE ACFT VEERED TO THE RIGHT AND COLLIDED WITH A DRAINAGE DITCH.

Brief of Accident (Continued)

File No. - 1700

10/21/88

LA BELLE, FL

A/C Reg. No. N4930D

Time (Lc1) - 1545 EDT

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1699 10/21/88 KEY WEST,FL A/C Reg. No. N250MW Time (Lcl) - 1815 EDT

-----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	2	1	0

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

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

Make/Model - LAKE LA-4-250
Landing Gear - AMPHIBIAN
Max Gross Wt - 3050
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-C4B5
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/006 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
KEY WEST,FL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - LA-4

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

Total	- 5000	Last 24 Hrs	- 1
Make/Model-	100	Last 30 Days-	UNK/NR
Instrument-	2000	Last 90 Days-	100
Multi-Eng	- 2000	Rotorcraft	- 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REDUCED ENGINE POWER DURING INITIAL CLIMB FROM A TOUCH AND GO LANDING ON THE GULF OF MEXICO. THE ACFT STALLED AND DESCENDED UNCONTROLLED BACK TO THE WATER, STRIKING THE WATER HARD. THE ACFT THEN BOUNCED AND AGAIN HIT THE WATER IN A NOSE LOW RIGHT WING LOW ATTITUDE. THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1699

10/21/88

KEY WEST, FL

A/C Reg. No. N250MW

Time (Lc1) - 1815 EDT

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

Finding(s)

1. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
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. - 1735 10/25/88 HOMESTEAD, FL A/C Reg. No. N26820 Time (Lc1) - 1915 EDT

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

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

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

Make/Model - PIPER J3C	Eng Make/Model - CONTINENTAL C-85-8	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

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- 090/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 914
SE LAND	Months Since - 5	Make/Model- 501
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT WHILE CLIMBING AT NIGHT AFTER TAKEOFF, THE ENG SPUTTERED. HE SUSPECTED POSSIBLE WATER IN THE FUEL & LANDED ACROSS ROWS IN A FIELD. DRG THE LANDING, THE GEAR FAILED & THE ACFT CAME TO REST ON ITS BELLY WITH A BENT PROP, TORN FABRIC & DMGD ENG COWLING. WHEN HE TRIED TO MOVE THE ACFT WITH A FORKLIFT, THE ACFT WAS FURTHER DMGD. ORIGINALLY, THE OWNER CONSIDERED THE DMG TO BE MINOR, BUT LATER, WHEN AN FAA INSPECTOR EXAMINED THE ACFT, THE DMG WAS DETERMINED TO BE SUBSTANTIAL. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FOUND, BUT THE ACFT WAS MOVED BEFORE THE INVESTIGATION WAS BEGUN. THE TEMP & DEW POINT WERE 78 & 68 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, CONDS WERE CONDUCIVE FOR CARB ICE.

Brief of Accident (Continued)

File No. - 1735

10/25/88

HOMESTEAD, FL

A/C Reg. No. N26820

Time (Lcl) - 1915 EDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. 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)

3. LIGHT CONDITION - DARK NIGHT
4. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1743 10/28/88 ARCADIA, FL A/C Reg. No. N75068 Time (Lcl) - 0945 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -AERIAL OBSERVATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAXI			0	0	0
					None
					1
					0

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

Make/Model - SCHWEIZER 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 190 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FORT MYERS, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ARCADIA MUNI
Wind Dir/Speed- 060/005 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3700/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1871
	Months Since - 8	Make/Model- 800
HELICOPTER	Aircraft Type - UH-1	Instrument- 60
		Last 24 Hrs - 8
		Last 30 Days- 100
		Last 90 Days- 300
		Rotorcraft - 1871

Instrument Rating(s) - HELICOPTER

-----Narrative-----

AFTER MAKING AN APCH TO "THE NUMBERS" ON RWY 5, THE PLT DECELERATED THE HELICOPTER & BEGAN TO AIR TAXI TO THE REFUELING AREA. SUBSEQUENTLY, WHILE DECELERATING AND/OR WHILE TAXIING, THE TAIL ROTOR COLLIDED WITH TERRAIN.

Brief of Accident (Continued)

File No. - 1743

10/28/88

ARCADIA, FL

A/C Reg. No. N75068

Time (Lcl) - 0945 EDT

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

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1742 10/29/88 LAKE CITY, FL A/C Reg. No. N10WP Time (Lcl) - 1300 EDT

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

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

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

Make/Model - PARSONS B-8M	Eng Make/Model - MCCULLOCH O-100-1	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - UNK/NR
Wind Dir/Speed- 140/007 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 7000
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - 6
GYROPLANE , GLIDER	Aircraft Type - UNK/NR	Make/Model- 2000
		Instrument- 100
		Multi-Eng - 500
		Last 30 Days- 32
		Last 90 Days- 44
		Rotorcraft - 2000

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AIRSHOW, THE PLT TOOK OFF TO PERFORM A PLANNED 8-SPIN AUTOROTATIVE LANDING FROM AN ALT OF APRX 800 FT. AN FAA INSPECTOR WHO OBSERVED THE ACCIDENT STATED THE FLT ASCENDED TO APRX 650 FT MSL. AFTER CLOSING THE THROTTLE, THE PLT BEGAN THE MANEUVER. WHILE DESCENDING THROUGH ABOUT 100 FT AGL & HAVING COMPLETED 6-SPINS, THE PLT CONTINUED THE MANEUVER. SUBSEQUENTLY, THE ACFT CONTACTED THE GROUND & WAS DAMAGED. ACCORDING TO THE PLT, THE ACFT SPUN TOO LOW FOR PULL-OUT & HIT THE GROUND.

Brief of Accident (Continued)

File No. - 1742

10/29/88

LAKE CITY, FL

A/C Reg. No. N10WP

Time (Lcl) - 1300 EDT

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

Finding(s)

1. AUTOROTATION - IMPROPER - PILOT IN COMMAND
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1741 10/29/88 OKEECHOBEE, FL A/C Reg. No. N2911F Time (Lcl) - 1940 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 050/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ORLANDO, FL
Destination
WEST PALM BEACH, FL

Airport Proximity
ON AIRPORT

Airport Data

OKEECHOBEE
Runway Ident - 04
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

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

Pilot-In-Command

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-182

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

Total	- 328	Last 24 Hrs	- 1
Make/Model-	27	Last 30 Days-	7
Instrument-	3	Last 90 Days-	16
Multi-Eng	- 2		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHILE LANDING AT NIGHT, THE ACFT BOUNCED TWICE. SUBSEQUENTLY, IT WENT OFF THE RWY & ONTO A GRASS AREA. DURING THE OCCURRENCE, THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1741

10/29/88

OKEECHOBEE, FL

A/C Reg. No. N2911F

Time (Lc1) - 1940 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. LIGHT DARK NIGHT
2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1744 11/09/88 GAINESVILLE, FL A/C Reg. No. N6578B Time (Lcl) - 1652 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GAINESVILLE REGIONAL
Wind Dir/Speed- 050/004 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7500/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 80	Last 24 Hrs - 0
SE LAND	Months Since - 2	Make/Model- 76	Last 30 Days- 30
	Aircraft Type - C-152	Instrument- 0	Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TAXIED TO RWY 6 & MADE AN ENG RUN-UP. AS HE CALLED THE TWR FOR TKOF, A NAVY P-3 WAS MAKING A LOW APCH TO RWY 10. THE PLT WAS TOLD TO TAXI TO RWY 10. ABT 30 SEC LATER, AS HE ARRIVED AT RWY 10, HE WAS CLRD FOR TKOF & WAS CAUTIONED ABT WAKE TURBC FM THE P-3. THE PLT TKOF ON RWY 10 & MNVRD TO AVOID WAKE TURBC. AS THE ACFT WAS CLIMBING THRU ABT 100', IT ROLLED VIOLENTLY TO THE RGT. THE PLT APPLIED CORRECTIVE ACTION, BUT THE ACFT DSCNDD & HIT THE RWY BFR HE COULD RCVR. THE AIM & FAA ADZY CIRCULAR 90-23D WARNED OF WAKE TURBC & RCMDD 2 MIN INTERVAL WHEN SMALL ACFT IS DEPG BHND A LARGE ACFT. THE TWR CTLR COMPLIED WITH APPLICABLE ATC DIRECTIVES. PARAGRAPH 3-106I OF ATC HANDBOOK 7110.65F SAID TO "SEPARATE A SMALL ACFT BHND A LARGE ACFT TAKING OFF OR MAKING A LOW/MISSED APCH WHEN UTILIZING OPPOSITE DRCTN TAKEOFFS ON THE SAME RWY BY 3 MIN UNLESS A PLT HAS INITIATED A REQUEST TO DEVIATE FM THE 3 MIN INTERVAL. IN THE LATTER CASE, ISSUE A WAKE TURBC ADZY BEFORE CLRG THE ACFT FOR TAKEOFF." HOWEVER, THE HANDBOOK DID NOT ADDRESS TAKEOFFS BHND SAME DRCTN LOW APCHS.

Brief of Accident (Continued)

File No. - 1744

11/09/88

GAINESVILLE, FL

A/C Reg. No. N6578B

Time (Lcl) - 1652 EST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ATC CLEARANCE PROCEDURE - INADEQUATE
2. TRAFFIC ADVISORY - ISSUED - ATC PSNL(LCL/GND/CLNC)
3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. AIRCRAFT CONTROL - NOT POSSIBLE -

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1764 11/11/88 CLEARWATER, FL A/C Reg. No. N81609 Time (Lcl) - 1640 EST

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

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

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

Make/Model - PIPER PA-44-180	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ST PETERSBURG-CLEARWATER
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1300
SE LAND,ME LAND	Months Since - 3	Make/Model- 100
	Aircraft Type - PA-44	Instrument- 92
		Multi-Eng - 100
		Last 24 Hrs - 2
		Last 30 Days- 75
		Last 90 Days- 220

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE STUDENT PLT WAS MAKING A SIMULATED SINGLE ENG APCH, THE INSTRUCTOR'S ATTENTION WAS MOMENTARILY DIVERTED INSIDE THE COCKPIT. WHEN THE INSTRUCTOR LOOKED OUTSIDE AGAIN, THE ACFT WAS LOW & SLOW ON A SHORT FINAL APCH. THE CFI APPLIED POWER TO ARREST THE DESCENT, BUT THE MAIN GEAR COLLAPSED WHEN THE ACFT TOUCHED DOWN SHORT OF THE RWY & CONTACTED THE RWY LIP. THERE WAS NO FAILURE OR MALFUNCTION OF THE ENGINES OR FLT CONTROLS.

Brief of Accident (Continued)

File No. - 1764

11/11/88

CLEARWATER, FL

A/C Reg. No. N81609

Time (Lc1) - 1640 EST

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

Finding(s)

1. DISTANCE - MISJUDGED - DUAL STUDENT
2. ALTITUDE - MISJUDGED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. DIVERTED ATTENTION - PILOT IN COMMAND(CFI)

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

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1767 11/11/88 TAMPA, FL

A/C Reg. No. N9975U

Time (Lcl) - 1625 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - GRUMMAN AA5A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
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- 360/010 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
TAMPA, FL
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 - 51
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 200
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 40
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THE ACFT WAS FLYING AT LOW ALT IN THE AREA OF LAKE THONOTOSASSA JUST BEFORE IT STRUCK THE TOP STATIC WIRE OF A GROUP OF POWER LINES. IMPACT OCCURRED WHILE THE ACFT WAS ON A SOUTHERLY HEADING. THE ACFT THEN CRASHED INTO AN ORANGE GROVE. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A PREIMPACT FAILURE OR MALFUNCTION OF THE AIRFRAME OR ENGINE. THE WX WAS GOOD WITH A CLEAR SKY CONDITION & 15 MI VISIBILITY.

Brief of Accident (Continued)

File No. - 1767

11/11/88

TAMPA, FL

A/C Reg. No. N9975U

Time (Lc1) - 1625 EST

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

Finding(s)

1. LOW PASS - INITIATED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1779 11/16/88 BRANDON, FL A/C Reg. No. N2255N Time (Lcl) - 0841 EST

-----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
0
0

Minor
0
0

None
1
0

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

Make/Model - BEECH V35B
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 - UNK/NR
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- 090/007 KTS
Visibility - 2.500 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DELRAY BEACH, FL
Destination
TAMPA, 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)
STUDENT

Age - 43
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED
Flight Time (Hours)

Total - 1750
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 RPRTD THAT HE DIVERTED TO AN ALTERNATE ARPT DUE TO FOG AT HIS DESTN. WHILE EN ROUTE AT APRX 2000 FT MSL, THE ENG LOST POWER. THE PLT SAID HE REPOSITIONED THE FUEL SELECTOR & TURNED ON THE BOOST PUMP, BUT HIS ATTEMPTS TO RESTART THE ENG WERE UNSUCCESSFUL. DURING THE LNDG ROLL, THE ACFT COLLIDED WITH TERRAIN & WAS DAMAGED. AN EXAM OF THE ACFT REVEALED THE RGT FUEL TANK WAS EMPTY, BUT THE LEFT TANK STILL CONTAINED APRX 18 GAL OF FUEL. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. THE ENG WAS STARTED AFTER THE ACDNT & IT RAN NORMALLY TO 900 RPM, BUT WAS NOT OPERATED ABOVE THAT SPEED DUE TO A BENT PROP. MED CERT WAS DATED 5/19/86.

Brief of Accident (Continued)

File No. - 1779

11/16/88

BRANDON, FL

A/C Reg. No. N2255N

Time (Lcl) - 0841 EST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
3. FLUID, FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

-----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. - 1782 11/19/88 VERO BEACH, FL A/C Reg. No. N5422K Time (Lcl) - 1420 EST

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

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

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

Make/Model - RYAN NAVION B	Eng Make/Model - LYCOMING G0-435	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FORT PIERCE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 130/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2200
SE LAND	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - C-150	Make/Model- 179
		Instrument- 13
		Multi-Eng - 7
		Last 30 Days- 60
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DRG FLT, THE ENG LOST POWER & HE WAS UNABLE TO RESTART IT. DRG A FORCED LANDING IN A FIELD, THE ACFT STRUCK THREE COWS THAT WERE IN A RAVINE & MOVED IN FRONT OF THE ACFT AS IT WAS APCHG TO LAND. A POST ACNT EXAM OF THE ACFT REVEALED THERE WAS WATER & OTHER CONTAMINATION IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1782

11/19/88

VERO BEACH, FL

A/C Reg. No. N5422K

Time (Lc1) - 1420 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - CONTAMINATION
 3. FLUID, FUEL - WATER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - ANIMAL(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1780 11/20/88 OKEECHOBEE, FL A/C Reg. No. N8262B Time (Lcl) - 1030 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 0	None 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 - CONTINENTAL D-300	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LANTANA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKELAND, FL	Runway Ident - N/A
Wind Dir/Speed- 130/017 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 2300 FT SCATTERED	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 30000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 45
	Months Since - N/A	Make/Model- 15
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 25
		Last 90 Days- 45
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT REPORTED THAT DURING PREFLIGHT INSPECTION, HE DID NOT REPLACE THE OIL CAP AFTER HE CHECKED THE OIL. SUBSEQUENTLY, OIL WAS VENTED OVERBOARD DURING FLIGHT & THE ENGINE LOST POWER. THE NOSE GEAR COLLAPSED DURING A FORCED LANDING.

Brief of Accident (Continued)

File No. - 1780

11/20/88

OKEECHOBEE, FL

A/C Reg. No. N8262B

Time (Lc1) - 1030 EST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL FILLER CAP - NOT SECURED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FLUID,OIL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1671 4/13/88 LAWRENCEVILLE,GA A/C Reg. No. N42JW Time (Lcl) - 1115 EDT

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

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

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

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING H10-360-D1A	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 190 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NORCROSS,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WINNETT COUNTY
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL,CFI	Current - YES	Total - 1025
SE LAND,ME LAND	Months Since - 20	Make/Model- 564
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 29
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 116
		Rotorcraft - 755

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR REPORTED THAT HE INITIATED A SIM ENGINE FAILURE DURING CLIMB AT ABOUT 100 FT AGL, AS PART OF THE RECURRENCE FLIGHT. THE PILOT INITIATED AN AUTOROTATION, AT ABOUT 50 FT AGL, THE RATE OF DESCENT INCREASED AND THE THROTTLE WAS ROLLED IN TO ARREST THE DESCENT. ACCORDING TO THE CHECK PLT, THE ENGINE FAILED TO RESPOND, AND A FLARE WAS INITIATED IN AN ATTEMPT TO SLOW THE HELO. THE HELO SUBSEQUENTLY IMPACTED THE TERRAIN IN A TAIL-LOW ATTITUDE AND ROLLED OVER. THE PVT PLT NOTED THAT HE & THE INSTRUCTOR HAD PERFORMED 3 PRIOR SIM ENGINE FAILURES SHORTLY BEFORE, AND HAD EXECUTED A POWERED RECOVERY TO A HOVER AFTER EACH MANEUVER. EXAM OF THE HELO REVEALED NO EVIDENCE OF PRE-EXISTING MECHANICAL MALFUNCTION OR FAILURE. THE FUEL-INJECTED ENGINE STARTED AND RAN NORMAL AFTER 3-4 START ATTEMPTS, AND RESPONDED TO THROTTLE INPUTS IN A NORMAL MANNER.

Brief of Accident (Continued)

File No. - 1671

4/13/88

LAWRENCEVILLE,GA

A/C Reg. No. N42JW

Time (Lcl) - 1115 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - ATTEMPTED - DUAL STUDENT
3. PROPER DESCENT RATE - NOT MAINTAINED - DUAL STUDENT

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

Finding(s)

4. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - IMPROPER - DUAL STUDENT
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1604 7/21/88 LAWRENCEVILLE,GA A/C Reg. No. N6810V Time (Lc1) - 1430 EDT

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

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

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

Make/Model	- MOONEY M20E	Eng Make/Model	- LYCOMING IO-360-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2525	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	WINDER,GA	WINNETT CO. BRISCOE FLD
Wind Dir/Speed	- 200/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 07
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 4000/ 75
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 - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 4441	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 20	Make/Model- 1648	Last 30 Days- 15
	Aircraft Type - M-20E	Instrument- 270	Last 90 Days- 50
		Multi-Eng - 12	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE FAILED SHORTLY AFTER TAKEOFF. THE PILOT MADE A 180 DEGREE TURN AND LANDED DOWNWIND ON THE RUNWAY. HE ELECTED TO LAND GEAR UP TO AVOID A DROP-OFF PAST THE RUNWAY END. THE ACFT SLID OFF THE RUNWAY END, BUT CAME TO A STOP BEFORE REACHING THE DROP-OFF. EXAM OF THE ENGINE REVEALED THAT THE #4 ROD BEARING HAD FAILED DUE TO LACK OF LUBRICATION, ALTHOUGH THERE WAS OIL IN THE CRANKCASE. THE PILOT STATED THAT THE ENGINE HAD EXPERIENCED AN INFLIGHT LOSS OF OIL PRESSURE 2 DAYS BEFORE,AND HE MADE A PRECAUTIONARY LANDING. THE MECHANIC WHO SUBSEQUENTLY EXAMINED THE ENGINE FOUND AN IMPROPERLY SECURED FITTING ON THE PROP GOV OIL LINE. HE ALSO FOUND 1 QUART OF OIL REMAINING. THE MECHANIC SECURED THE FITTING, CHECKED THE OIL FILTER AND SCREEN FOR METAL, THEN SERVICED THE ENGINE WITH OIL. THE ENGINE WAS TEST RUN SEVERAL TIMES THEN RELEASED TO THE OWNER. THE ENGINE MANUFACTURER STATES IN THE ENGINE SPECS THAT THE MINIMUM SAFE OIL QUANTITY IN THE ENGINE IS 2 QUARTS.

Brief of Accident (Continued)

File No. - 1604

7/21/88

LAWRENCEVILLE, GA

A/C Reg. No. N6810V

Time (Lcl) - 1430 EDT

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

Finding(s)

1. MAINTENANCE - IMPROPER - UNKNOWN
2. FLUID,OIL - STARVATION
3. ENGINE ASSEMBLY,BEARING - PREVIOUS DAMAGE
4. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - OTHER MAINTENANCE PSNL
5. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
6. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR NOT EXTENDED
Phase of Operation LANDING

Finding(s)

7. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

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

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) 4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1677 10/29/88 AUSTELL, GA A/C Reg. No. N83045 Time (Lcl) - 1430 EDT

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

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

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

Make/Model	- AERONCA 7AC	Eng Make/Model	- CONTINENTAL A-65-8	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 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 AIRSTRIP
Method	- N/A	ATLANTA, GA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	WALKER STRIP
Wind Dir/Speed	- 270/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 33
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Clearance	- 1200/ 30
Lowest Ceiling	- 25000 FT OVERCAST	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 181
SE LAND	Months Since - 0	Make/Model	- 31
	Aircraft Type - 7AC	Instrument	- 1
		Multi-Eng	- 0
		Last 24 Hrs	- 0
		Last 30 Days	- 5
		Last 90 Days	- 27
		Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

PIC WAS OBTAINING BFR; STALLS & FLT AT MIN CONTROL AIRSPEED WERE COMPLETED. PIC BEGAN DESCENT FROM 2500 MSL TO HIS PVT STRIP FOR SIMULATED ENGINE OUT LANDING. IN A SUBSEQUENT INTERVIEW PIC SAID CARB HEAT WAS APPLIED & REMOVED AFTER 30 SEC. IN HIS RPT HE SAID CARB HEAT WAS REMOVED WHEN INSTRUCTOR SAID MANEUVER WAS COMPLETED. ON BASE LEG INSTRUCTOR INDICATED MANEUVER HAD BEEN COMPLETED. PIC APPLIED POWER TO 1700 RPM, THEN 1800 RPM, & FLEW OVR RWY 33 AT 2,300 FEET AGL. WHEN POWER WAS APPLIED TO CLIMB, ENGINE SPUTTERED & LOST POWER. PIC MADE A 270 DEGREE TURN TO LEFT TO ATTEMPT TO LAND IN A LAND FILL. AFTER ABOUT 200 DEGREES OF TURN THE NOSE OF THE ACFT YAWED RIGHT. THE ACFT STALLED AND IMPACTED IN A CUDZU PATCH ADJACENT TO RWY. BOTH PILOTS STATED THAT THE BFR HAD BEEN COMPLETED AND THAT THE PILOT/OWNER WAS THE PIC.

Brief of Accident (Continued)

File No. - 1677

10/29/88

AUSTELL,GA

A/C Reg. No. N83045

Time (Lc1) - 1430 EDT

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED -
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. SUPERVISION - INADEQUATE - CHECK PILOT
6. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - CHECK PILOT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
8. AIRSPEED(VS) - MISJUDGED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1728 11/21/88 THOMASTON,GA A/C Reg. No. N5473B Time (Lcl) - 2030 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE 0 0

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 21000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

REGINALD GRANT MEMORIAL
Runway Ident - 03
Runway Lth/Wid - 3049/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-172

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

Total	- 898	Last 24 Hrs	- 2
Make/Model-	217	Last 30 Days-	22
Instrument-	UNK/NR	Last 90 Days-	86
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND THREE PASSENGERS WERE ON A NIGHT FLIGHT IN AN AIRCRAFT THAT WAS EQUIPPED TO CARRY SKYDIVERS. DURING THE APPROACH TO LAND, THE LANDING LIGHT FAILED. WHILE ATTEMPTING TO GET THE LIGHT TO OPERATE, THE PILOT ALLOWED AN UNDERSHOOT TO DEVELOP. SUBSEQUENTLY, THE AIRCRAFT LANDED SHORT OF THE RUNWAY AND THE NOSE GEAR FAILED WHEN THE NOSE-WHEEL STRUCK THE RUNWAY LIP. THE AIRCRAFT THEN SLID APPROXIMATELY 300 FEET AND NOSED OVER. MIRL & THRESHOLD LIGHTS WERE INSTALLED, BUT THERE WERE NO VASI LIGHTS.

Brief of Accident (Continued)

File No. - 1728

11/21/88

THOMASTON,GA

A/C Reg. No. N5473B

Time (Lcl) - 2030 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. LANDING LIGHT - FAILURE, TOTAL
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1777 12/20/88 ATHENS, GA A/C Reg. No. N17696 Time (Lcl) - 1645 EST

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

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

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	AUGUSTA, GA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CHAMBLEE, GA	Runway Ident - 27
Wind Dir/Speed- 210/012 KTS	ATC/Airspace	Runway Lth/Wid - 4989/ 100
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - IFR	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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 619
SE LAND	Months Since - 9	Make/Model- 167
	Aircraft Type - C-172	Instrument- 83
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 6,000', THE PLT FELT AN INTENSE VIBRATION FM THE ENG. POWER WAS REDUCED & A DESCENT WAS BEGUN TOWARD A NEARBY ARPT. BEFORE REACHING THE ARPT, THE ENG LOST POWER & AN EMERGENCY WHEELS-UP LANDING WAS MADE IN AN OPEN FIELD. AN EXAM OF THE ENG REVEALED THE #1 EXHAUST VALVE HAD FAILED. THE VALVE GUIDE WAS BATTERED & BROKEN, AND WAS LOOSE IN ITS BORE. THE BORE WAS FRETTED & HAD BECOME OVERSIZED. THE ENG HAD BEEN OVERHAULED & INSTALLED IN THE ACFT ON 1/20/82 WITH A TOTAL TIME OF 1515 HRS. ACCORDING TO THE LOG BOOK, NEW VALVES & VALVE GUIDES HAD BEEN INSTALLED AT THAT TIME. THE ENG TIME SINCE MAJOR OVERHAUL WAS 1041 HRS.

Brief of Accident (Continued)

File No. - 1777

12/20/88

ATHENS, GA

A/C Reg. No. N17696

Time (Lcl) - 1645 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - 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

Finding(s)

2. WHEELS UP LANDING - PERFORMED -

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1789 11/11/88 KAWAIHAE, HI A/C Reg. No. N5496V Time (Lcl) - 1415 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - UNIVERSAL TAYLORCRAFT BC12-D	Eng Make/Model - CONTINENTAL A-65-8F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KONA, HI
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 760
Make/Model- 82
Instrument- 88
Multi-Eng - 5
Last 24 Hrs - 2
Last 30 Days- 30
Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PLEASURE FLIGHT, THE PILOT INTENTIONALLY SHUT DOWN THE ENGINE AND WAS FLYING THE AIRPLANE SIMILAR TO A SAILPLANE. TO RESTART THE ENGINE, HE WOULD DIVE THE AIRPLANE TO ATTAIN ENOUGH SPEED TO WINDMILL THE PROP. JUST BEFORE THE ACCIDENT, HE ALLOWED THE AIRPLANE TO DESCEND TO AN ALTITUDE THAT WAS TOO LOW TO ATTAIN ENOUGH AIRSPEED FOR A RESTART. SUBSEQUENTLY, THE PILOT MADE A FORCED LANDING AND THE AIRPLANE COLLIDED WITH A TREE. NO PRE-ACCIDENT FAILURE OR MALFUNCTION OF THE AIRPLANE WAS REPORTED.

Brief of Accident (Continued)

File No. - 1789

11/11/88

KAWAIIHAE, HI

A/C Reg. No. N5496V

Time (Lcl) - 1415 HST

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

Finding(s)

1. ENGINE ACCESSORIES, ENGINE STARTER - NOT INSTALLED
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - 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)

4. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1788

11/12/88

KAHULUI, HI

A/C Reg. No. N1259M

Time (Lc1) - 1550 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA 337E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5093
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-360-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 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- 070/013 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
OAKLAND, CA
Destination
HONOLULU, HI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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 - 31

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1400	Last 24 Hrs	- 14
Make/Model-	20	Last 30 Days-	200
Instrument-	300	Last 90 Days-	600
Multi-Eng	- 800		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT AFTER ABOUT 10 HRS ON AN OVERWATER FERRY FLT, HE NOTICED HIGH OIL TEMP & LOW OIL PRESSURE INDCNS FROM THE REAR ENG. EVENTUALLY THE REAR ENG BEGAN RUNNING ROUGH, SO HE SHUT IT DOWN, FEATHERED ITS PROP AND "INCREASED POWER ON THE FRONT ENGINE". ABOUT 1 HR LATER, THE FRONT ENG BEGAN INDICATING A HIGH CYLINDER HEAD TEMP (CHT). HE REDUCED POWER (SOMEWHAT) ON THE FRONT ENG & RESTARTED THE REAR ENG. HOWEVER, AFTER ABOUT 10 MIN, THE REAR ENG BEGAN RUNNING SO ROUGH, HE SHUT DOWN & SECURED IT AGAIN. SUBSEQUENTLY, WHILE TALKING TO A COAST GUARD C-130 & GIVING A POSITION RPRT, THE FRONT ENG LOST POWER COMPLETELY. THE PLT REPORTED THERE WAS SUFFICIENT FUEL ABOARD AND THE FRONT ENG WAS RUNNING ON THE MN TANK. THE PLT ATMTD A RESTART, BUT WAS UNABLE TO GET EITHER ENG TO RUN. HE DITCHED THE ACFT IN THE OCEAN & WAS EVENTUALLY RESCUED. THE ACFT WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1788

11/12/88

KAHULUI, HI

A/C Reg. No. N1259M

Time (Lc1) - 1550 HST

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

Finding(s)

1. 1 ENGINE -
 2. FLUID, OIL - OVERTEMPERATURE
 3. FLUID, OIL - PRESSURE TOO LOW
 4. PROPELLER FEATHERING - PERFORMED -
-

Occurrence #2 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

5. 1 ENGINE -
 6. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 7. ENGINE ASSEMBLY, CYLINDER - OVERTEMPERATURE
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - WATER
 9. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1733 10/09/88 SALMON, ID

A/C Reg. No. N38AJ

Time (Lcl) - 1800 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew 1
NONE Pass 0

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

Make/Model - ROMAN LONG-EZ
Landing Gear - UNK/NR
Max Gross Wt - 1325
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/YES
Stall Warning System - NO

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 1.500 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- SMOKE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SALMON, ID
Destination
ST MARIES, ID

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, SE SEA
HELICOPTER

Age - 32

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1900	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO SPOT WILD GAME DURING FEEDING TIME (AT DUSK). THE SURVIVING PASSENGER ESTIMATED THE FLIGHT VISIBILITY WAS ABOUT ONE TO TWO MI WITH SMOKE. WHILE FLYING IN CLOSE PROXIMITY TO RUGGED, MOUNTAINOUS TERRAIN, THE ACFT STRUCK A TREE ON A RIDGE AT APRX 7500 FT & CRASHED.

Brief of Accident (Continued)

File No. - 1733

10/09/88

SALMON, ID

A/C Reg. No. N38AJ

Time (Lcl) - 1800 MDT

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - HAZE/SMOKE
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. OBJECT - TREE(S)
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. DIVERTED ATTENTION - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1732

11/11/88

MURPHY, ID

A/C Reg. No. N8562C

Time (Lcl) - 1130 MST

-----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 - MANEUVERING

Fire NONE
Crew Pass

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

Make/Model - PIPER PA-18A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 25.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MURPHY, ID

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 - 6400 -UNK/NR

Runway Surface - SNOW

Runway Status - SNOW - COMPACTED

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3000 Last 24 Hrs - 1

Make/Model- 300 Last 30 Days- 15

Instrument- UNK/NR Last 90 Days- 40

Multi-Eng - 0 Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MAKING A LOW PASS OVER A SNOW-COVERED AIRSTRIP, THE PLT MISJUDGED HIS ALTITUDE. THE AIRCRAFT'S MAIN GEAR MADE CONTACT WITH SIX INCH DEEP SNOW, & AFTER TRAVELING APRX 100 FT, THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 1732

11/11/88

MURPHY, ID

A/C Reg. No. N8562C

Time (Lcl) - 1130 MST

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

Finding(s)

1. LOW PASS - PERFORMED -
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation MANEUVERING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1730 12/17/88 TWIN FALLS, ID A/C Reg. No. N3815Y Time (Lcl) - 1525 MST

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

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

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

Make/Model - CESSNA 210D	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	HAILEY, ID	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TWIN FALLS, ID	TWIN FALLS
Wind Dir/Speed- 100/008 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8703/ 150
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 - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1391
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 342
		Instrument- UNK/NR
		Multi-Eng - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 19
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO LANDING, THE PILOT WAS UNABLE TO LOWER THE NOSE GEAR BY USING EITHER THE NORMAL OR EMERGENCY SYSTEMS. SUBSEQUENTLY, HE LANDED THE ACFT WITH THE MAIN GEAR EXTENDED & THE NOSE GEAR IN THE RETRACTED POSITION. AFTER LANDING, THE NOSE GEAR UPLOCK ACTUATOR WAS REMOVED FROM THE ACFT & INSPECTED, BUT NO ABNORMALITIES WERE FOUND.

Brief of Accident (Continued)

File No. - 1730

12/17/88

TWIN FALLS, ID

A/C Reg. No. N3815Y

Time (Lc1) - 1525 MST

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR, NOSE GEAR - FAILURE, PARTIAL
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1762 1/04/88 BEDFORD PARK, IL A/C Reg. No. N4746C Time (Lcl) - 2303 CST

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

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

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

Make/Model	CESSNA T210N	Eng Make/Model	CONTINENTAL TS10-520-R	ELT Installed/Activated	YES-UNK/NR
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	1	Stall Warning System	YES
Max Gross Wt	3812	Engine Type	RECIP-FUEL INJECTED		
No. of Seats	2	Rated Power	310 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	MOLINE, IL	
Completeness	Destination	Airport Data
Basic Weather	CHICAGO, IL	CHICAGO MIDWAY
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- VFR/IFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- N/A
Obstructions to Vision	- VFR	Runway Surface
Precipitation	Type Apch/Lndg	- N/A
Condition of Light	- VISUAL	Runway Status
	FORCED LANDING	

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

Pilot-In-Command	Age - 24	Medical Certificate	VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1800	Last 24 Hrs - 5
SE LAND	Months Since - 4	Make/Model - 370	Last 30 Days - 80
	Aircraft Type - UNK/NR	Instrument - 245	Last 90 Days - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG AN ARRIVAL TO CHICAGO MIDWAY ARPT ON A COLD NIGHT, THE PLT RPRTD HE WAS HAVING TROUBLE WITH A STICKY THROTTLE. SUBSEQUENTLY, HE MADE AN EMERGENCY TRANSMISSION & SAID HE WAS "GOING IN." WITNESSES SAW THE ACFT IN A DESCENT BEFORE IT CRASHED. ONE WITNESS SAID THE ACFT WAS AT ABOUT 200' AGL WHEN IT PASSED OVER HIS POSITION & THAT HE COULD NOT HEAR ANY ENG NOISE. ANOTHER WITNESS SAID THE ACFT CAME IN AS IF TO LAND. SUBSEQUENTLY, IT CRASHED INTO A WAREHOUSE WHILE IN A WINGS LEVEL ATTITUDE. A TEARDOWN OF THE ENG WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. A PLT, WHO FLEW THE ACFT ON THE MORNING OF THE ACDNT RPRTD THAT THE THROTTLE SEEMED TO BE STUCK WHEN HE 1ST STARTED THE ENG, BUT ONCE THE ENG WAS WARM, THE THROTTLE FUNCTIONED NORMALLY. HE THEN MADE AN UNEVENTFUL FLT. TEMP AT THE TIME OF THE ACDNT WAS RPRTD TO BE MINUS 8 DEG FAHRENHEIT.

Brief of Accident (Continued)

File No. - 1762

1/04/88

BEDFORD PARK, IL

A/C Reg. No. N4746C

Time (Lc1) - 2303 CST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. THROTTLE/POWER LEVER, CABLE - FROZEN

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

3. LIGHT CONDITION - BRIGHT NIGHT
4. OBJECT - BUILDING(NONRESIDENTIAL)
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1697 1/18/88 CARBONDALE, IL A/C Reg. No. N40265 Time (Lcl) - 1739 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

2

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-C4B5
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 - FSS
Method - IN PERSON
Completeness - UNK/NR

Basic Weather - IMC

Wind Dir/Speed 110/013 KTS

Visibility - .500 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 300 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

KANKAKEE, IL

Destination

CARBONDALE, IL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SOUTHERN ILLINOIS

Runway Ident - 18

Runway Lth/Wid - 5801/ 100

Runway Surface - ASPHALT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

STRAIGHT-IN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 355

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - 77

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER REPORTING THE OUTER MARKER WHILE EXECUTING AN ILS RUNWAY 18 APPROACH IN ACTUAL INSTRUMENT METEOROLOGICAL CONDITIONS, THE AIRCRAFT DEVIATED LEFT OF THE LOCALIZER CENTERLINE. AT A POSITION APPROXIMATELY 1/2 MILE OUTSIDE THE MIDDLE MARKER AND ABOUT 1/4 MILE LEFT OF THE LOCALIZER CENTERLINE, THE AIRCRAFT DESCENDED INTO A WOODED AREA ON AN EASTERLY HEADING. THE AIRCRAFT IMPACTED THE TREES AND THEN THE TERRAIN IN A SLIGHTLY LEFT BANK AND SLIGHTLY NOSE LOW ATTITUDE. ENGINE EXAMINATION AND TEARDOWN REVEALED NO EVIDENCE OF PRE-IMPACT MALFUNCTION. A FLIGHT CHECK OF THE ILS RUNWAY 18 WAS PERFORMED THE NEXT DAY AND INDICATED THE SYSTEM WAS FUNCTIONING NORMALLY. INSPECTION OF THE AIRCRAFT INSTRUMENTS DID NOT DISCLOSE ANY MALFUNCTIONS. THE PILOT WAS IN CONTACT WITH ATC AND DID NOT REPORT ANY PROBLEMS BEFORE THE IMPACT OCCURRED. ALL PILOT AND AIRCRAFT RECORDS WERE DESTROYED BY POST-IMPACT FIRE. PILOT'S TOTAL INSTRUMENT FLYING EXPERIENCE WAS NOT DETERMINED; OBTAINED INSTRUMENT RATING 1/3/87.

Brief of Accident (Continued)

File No. - 1697

1/18/88

CARBONDALE, IL

A/C Reg. No. N40265

Time (Lc1) - 1739 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - OBSCURATION
3. WEATHER CONDITION - FOG
4. OBJECT - TREE(S)
5. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
7. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
8. 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) 5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1719 3/10/88 DIXON, IL

A/C Reg. No. N4072D

Time (Lcl) - 0920 CST

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

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

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

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 350 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FREEPORT, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROCKFORD, IL	DIXON MUNI
Wind Dir/Speed - 060/004 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 22180
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 10	Make/Model - 1208
HELICOPTER, GLIDER	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - 7280
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 180
		Rotorcraft - 145

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ARRIVING AT HIS DESTN, THE PLT WAS UNABLE TO EXTEND THE LANDING GEAR WITH EITHER THE NORMAL OR EMERGENCY SYSTEMS. HE DIVERTED TO DIXON WHERE HE MADE A WHEELS UP LANDING ON THE SOD NEXT TO RWY 8. A TEARDOWN EXAMINATION OF THE HYDRAULIC POWER PAC WAS MADE. THE EXAM REVEALED THAT MECHANICAL BINDING IN THE LINKAGE DID NOT ALLOW THE LANDING GEAR SELECTOR TO MOVE FAR ENOUGH TO ACTUATE THE VALVE & ALLOW OPN OF THE GEAR.

Brief of Accident (Continued)

File No. - 1719

3/10/88

DIXON,IL

A/C Reg. No. N4072D

Time (Lc1) - 0920 CST

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

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING(MECHANICAL)
 2. GEAR EXTENSION - NOT POSSIBLE -
-

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

Finding(s)

3. WHEELS UP LANDING
-

-----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. - 1723 6/05/88 CHICAGO, IL A/C Reg. No. N259MC Time (Lcl) - 1140 CDT

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

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

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

Make/Model	DORNIER 228-201	Eng Make/Model	AIRESEARCH TPE-331-5	ELT Installed/Activated	YES/NO
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	2	Stall Warning System	YES
Max Gross Wt	12500	Engine Type	TURBOPROP		
No. of Seats	19	Rated Power	715 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	SPRINGFIELD, IL	MIDWAY	
Wind Dir/Speed	300/010 KTS	Runway Ident	UNK/NR
Visibility	15.0 SM	Runway Lth/Wid	UNK/NR
Lowest Sky/Clouds	20000 FT SCATTERED	Runway Surface	CONCRETE
Lowest Ceiling	NONE	Runway Status	DRY
Obstructions to Vision	NONE		
Precipitation	NONE		
Condition of Light	DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate	VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 4300	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 4	Make/Model - 300	Last 30 Days - 80
	Aircraft Type - UNK/NR	Instrument - 150	Last 90 Days - 120
		Multi-Eng - 2200	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPT WAS COMPLETING THE CHECKLIST DRG PAX LOADING & THE F/O SECURED THE DOOR & CAME FWD. THE CAPT STARTED THE #2 ENG & BGN SINGLE ENG TAXI WHILE ATMTG A RGT TURN TO STAY CLR OF A PARKED DORNIER (N264MC). AS N259MC BGN ROLLING FWD, THE CAPT NOTED THE NOSEWHEEL STEERING (NWS) WAS INOP. HE APPLIED NORMAL BRAKING, BUT GOT NO RESPONSE & N259MC BGN A LEFT TURN. THE CAPT SWITCHED THE HYDR PUMP FM "NORMAL" TO "MAN ON" (MANUAL); HOWEVER, BFR HYD PRES WAS BUILT UP BY BATTERY PWR, N259MC COLLIDED WITH N264MC. AN INV REVEALED THE #2 GENERATOR (GEN) WAS NOT CONNECTED TO THE GEN BUS. NO PART MALFUNCTION/FAILURE WAS FND DRG CHECKS OF THE ACFT SYSTEMS. THE NWS & NORMAL BRAKES WERE ELECTRO-HYDRAULICALLY ACTUATED. W/O GENERATOR PWR, THE HYD SYS, NWS & NORMAL BRAKES WOULD NOT HAVE BEEN OPERATING WITH THE HYD SW IN THE "NORMAL" PSN. AN EMERG (PARKING) BRAKE WAS AVAILABLE, BUT IT WAS NOT USED. THE TRAINING PROGRAM, OPN MANUAL & DORNIER 228-SERIES PILOT OPERATING HANDBOOK DID NOT ADDRESS SINGLE-ENG GROUND OPN OR THE EFFECTS OF AN INTERRUPTION IN GENERATOR PWR.

Brief of Accident (Continued)

File No. - 1723

6/05/88

CHICAGO, IL

A/C Reg. No. N259MC

Time (Lcl) - 1140 CDT

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

Finding(s)

1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
2. ELECTRICAL SYSTEM, GENERATOR - NOT ENGAGED
3. HYDRAULIC SYSTEM - NOT ENGAGED
4. LANDING GEAR, STEERING SYSTEM - NOT OPERATING
5. LANDING GEAR, NORMAL BRAKE SYSTEM - NOT OPERATING
6. BRAKES (EMERGENCY) - NOT USED - PILOT IN COMMAND
7. AIRCRAFT MANUALS, SYSTEM INFORMATION - INADEQUATE
8. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. PROCEDURE INADEQUATE - MANUFACTURER

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

Finding(s)

10. OBJECT - AIRCRAFT PARKED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1755 7/21/88 SANDWICH, IL A/C Reg. No. N7425F Time (Lcl) - 0930 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	0	0	0

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

Make/Model	- HUGHES 269C	Eng Make/Model	- LYCOMING HIO-360-D1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2050	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	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	SANDWICH, IL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	SANDWICH
Wind Dir/Speed	- VARIABLE/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 12000
SE LAND, ME LAND, SE SEA	Months Since - 5	Make/Model	- 2500
HELICOPTER	Aircraft Type - PA-31	Instrument	- 90
		Multi-Eng	- 2500
		Last 24 Hrs	- 8
		Last 30 Days	- 75
		Last 90 Days	- 200
		Rotorcraft	- 3900

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT WHILE HE WAS CONDUCTING SPRAYING OPNS, HE NOTED A SIGNIFICANT LOSS OF ENG POWER. HE MADE A RUN-ON LANDING IN A BEAN FIELD. AS HE LANDED, THE LEFT SKID DUG INTO A FURROW & THE HELICOPTER ROLLED OVER. DURING THE INVESTIGATION, WHICH INCLUDED AN ENG TEARDOWN, NO REASON WAS FOUND FOR THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1755

7/21/88

SANDWICH, IL

A/C Reg. No. N7425F

Time (Lc1) - 0930 CDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. RUN ON LANDING

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

Finding(s)
3. TERRAIN CONDITION - CROP
4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 ROLL OVER
Phase of Operation LANDING

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

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

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. - 1773	7/26/88	MANITO, IL	A/C Reg. No. N3016V	Time (Lc1) - 1000 CDT
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-----Basic Information-----

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

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

Make/Model - BEECH 35R	Eng Make/Model - CONTINENTAL E-185-1	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ELMWOOD, IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SHISSLER SEED COMPANY
Wind Dir/Speed- 050/008 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 944
SE LAND	Months Since - 19	Make/Model- 550
	Aircraft Type - BE-35R	Instrument- 129
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL, THE PLT EXPERIENCED AN ELECTRICAL PRBLM WITH THE LANDING GEAR & HAD TO USE MANUAL EXTENSION PROCEDURES. HE STATED THAT WHEN HE SELECTED THE FLAPS FOR LANDING, HE HEARD THE MOTOR RUN, BUT DID NOT VISUALLY CHECK THAT THE FLAPS WERE EXTENDED. JUST BEFORE LANDING, AT APRX 20' AGL, THE ACFT "QUIT FLYING" & LANDED HARD. INITIALLY, THE PLT WAS NOT AWARE OF ANY DAMAGE. WHEN HE GOT OUT OF THE ACFT AFTER THE FLT, HE NOTICED THE FLAPS WERE RETRACTED, BUT SAID IT WAS HIS HABIT TO RETRACT THEM AUTOMATICALLY ON THE ROLL-OUT. A SUBSEQUENT INSPN REVEALED SUBSTANTIAL DAMAGE TO THE RIGHT WING SPAR.

Brief of Accident (Continued)

File No. - 1773

7/26/88

MANITO,IL

A/C Reg. No. N3016V

Time (Lcl) - 1000 CDT

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

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
2. LOWERING OF FLAPS - NOT IDENTIFIED - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND
4. AIRSPEED(VSO) - 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

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. - 1757 7/28/88 ASHLAND, IL A/C Reg. No. N9033F Time (Lcl) - 1145 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	0	0	0

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

Make/Model	- HUGHES 369HS	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	- 2550	Engine Type	- TURBOSHAFT			
No. of Seats	- 1	Rated Power	- 400 HP			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 180/006 KTS	ATC/Airspace
Visibility	- 6.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 25000 FT SCATTERED	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- FORCED LANDING

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

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL, ATP, CFI	Current	- YES	Total	- 12000	Last 24 Hrs	- 14
ME LAND, SE SEA	Months Since	- 6	Make/Model	- 4000	Last 30 Days	- 300
HELICOPTER	Aircraft Type	- BH-47G2	Instrument	- UNK/NR	Last 90 Days	- 300
			Multi-Eng	- 2000	Rotorcraft	- 6000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE HELICOPTER WAS TAKING OFF, THERE WAS A LOSS OF ROTOR RPM WHICH WAS ACCOMPANIED BY A LOSS OF FUEL FLOW TO THE ENG. THE PLT ABORTED THE TAKEOFF, BUT DURING TOUCHDOWN, THE MAIN ROTOR BLADES FLEXED DOWNWARD & SEVERED THE TAIL BOOM. AN INSPN OF THE ENG REVEALED A "B" NUT ON AN AIR LINE BETWEEN THE GOVERNOR & FUEL CONTROL UNIT WAS CRACKED & LOOSE, WHICH PERMITTED SYSTEM LEAKAGE.

Brief of Accident (Continued)

File No. - 1757

7/28/88

ASHLAND,IL

A/C Reg. No. N9033F

Time (Lc1) - 1145 CDT

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

Finding(s)

1. FUEL INJECTION CONTROL/SYSTEM - CRACKED
2. FUEL INJECTION CONTROL/SYSTEM - LOOSE
3. FLUID,FUEL - STARVATION

Occurrence #2 HARD LANDING
Phase of Operation TAKEOFF - ABORTED

Finding(s)

4. AUTOROTATION
5. FLARE - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1771 7/31/88 WONDER LAKE, IL A/C Reg. No. N4408N Time (Lcl) - 1530 CDT

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

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

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

Make/Model - BOEING B75N1	Eng Make/Model - LYCOMING R-680-13	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GALT
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 36
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1200
SE LAND	Months Since - 6	Last 24 Hrs - 4
	Aircraft Type - B75N1	Make/Model- 150
		Instrument- 100
		Last 30 Days- 30
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG TAKEOFF, WHILE CLIMBING THRU APRX 100 FT AGL, THE ENG SUDDENLY HAD A POWER LOSS & WOULD NOT PRODUCE ENOUGH POWER TO SUSTAIN FLT. UNABLE TO CONTINUE FLYING, THE PLT MADE A FORCED LANDING IN A FIELD OF MATURE CORN. HE ATMTD TO LAND AS SLOW AS POSSIBLE & SAID THE ACFT STOPPED FLYING AS IT WAS AT ABOUT CORN TASSEL LEVEL. THE ACFT THEN "DROPPED" TO THE GROUND & WAS DAMAGED DRG THE LANDING. AN ENG TEARDOWN WAS MADE, BUT NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. THE TEMP & DEW POINT WERE 90 & 63 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, CONDS WERE CONDUCIVE TO CARB ICING AT GLIDE OR CRUISE POWER.

Brief of Accident (Continued)

File No. - 1771

7/31/88

WONDER LAKE, IL

A/C Reg. No. N4408N

Time (Lc1) - 1530 CDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. 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)

3. TERRAIN CONDITION - CROP
-

----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. - 1711 8/07/88 SPRINGFIELD, IL A/C Reg. No. N222L Time (Lcl) - 2300 CDT

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

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

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

Make/Model - CESSNA 320E	Eng Make/Model - CONTINENTAL TSIO-520-B	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 - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BOULDER, CO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SPRINGFIELD
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7999/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1088
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - C-320E	Make/Model- 376
		Instrument- 101
		Multi-Eng - 426
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A NIGHT ARRIVAL, THE PLT FAILED TO GET A DOWN & LOCKED INDCN FOR THE NOSE GEAR. HE MADE SVRL LOW PASSES OVER THE RWY FOR OBSERVATION. TOWER & FIRE/RESCUE PERSONNEL RPRTD THE NOSE GEAR APPEARED TO BE EXTENDED, SO THE PLT MADE A NORMAL LANDING. AS THE NOSE WHEEL CONTACTED THE RWY, IT COLLAPSED. DRG A POST-ACDNT EXAM, A MECHANIC NOTED THAT THE TORQUE TUBE SUPPORT ASSEMBLY HAD FAILED. HE RPRTD THAT THE NOSE GEAR WAS OUT OF RIG. ALSO, HE RPRTD THAT IN HIS OPINION, A "PREVIOUS REPAIR WAS NOT OF A QUALITY THAT WOULD PROVIDE THE STRENGTH OF THE ORIGINAL FACTORY DESIGN" & WOULD NOT HOLD THE SUPPORT RIGID DURING LANDING GEAR CYCLING.

Brief of Accident (Continued)

File No. - 1711

8/07/88

SPRINGFIELD, IL

A/C Reg. No. N222L

Time (Lcl) - 2300 CDT

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

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
2. MAINTENANCE - INADEQUATE - 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. - 1712 8/31/88 FOX LAKE, IL A/C Reg. No. N8012A 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 -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 - LAKE LA-4-200
Landing Gear - AMPHIBIAN
Max Gross Wt - 2690
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B
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- 170/004 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 784 Last 24 Hrs - 2
Make/Model- 55 Last 30 Days- 29
Instrument- 30 Last 90 Days- 64
Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD JUST COMPLETED A COURSE AT THE LAKE ACFT FACTORY SCHOOL, BUT HAD NOT YET OBTAINED A SEAPLANE RATING. AFTER HE FLEW HOME, HE LANDED ON LOCAL LAKES. HE REPORTED THAT DRG A LANDING ON CALM WATER, HE EXPECTED TO HEAR A "SLUSH SOUND" AS THE HULL TOUCHED THE WATER, BUT INSTEAD, THERE WAS A "LOUD NOISE AS THE ACFT DECELERATED RAPIDLY & WATER CAME THRU THE FLOOR. SUBSEQUENTLY, THE AMPHIBIOUS ACFT NOSED OVER & CAME TO REST WITH THE BOTTOM MISSING FROM THE COCKPIT TO THE TAIL SECTION. THE PLT INDCD THAT DRG A LANDING IN SHALLOW WATER " . . . THE AIRCRAFT IMBEDDED ITSELF ON THE BOTTOM OF THE LAKE IN MUD."

Brief of Accident (Continued)

File No. - 1712

8/31/88

FOX LAKE, IL

A/C Reg. No. N8012A

Time (Lc1) - 1930 CDT

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

Finding(s)

1. TERRAIN CONDITION - WATER
 2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1663 9/01/88 SCHAUMBURG,IL A/C Reg. No. N28774 Time (Lcl) - 2200 CDT

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

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

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

Make/Model - GRUMMAN AA-5B	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----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 - NIGHT(DARK)	Itinerary Last Departure Point MILWAUKEE,WI Destination SCHAUMBURG,IL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN	Airport Proximity ON AIRPORT Airport Data SCHAUMBURG Runway Ident - 28 Runway Lth/Wid - 3000/ 40 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 53 Biennial Flight Review Current - YES Months Since - 15 Aircraft Type - AA-5B	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1134 Make/Model- 912 Instrument- 418 Last 24 Hrs - 6 Last 30 Days- 49 Last 90 Days- 67
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ATTEMPTED NIGHT LANDING AT AN AIRPORT WITH INOPERATIVE PILOT-CONTROLLED RUNWAY LIGHTS, THE PILOT MADE A SERIES OF LOW PASSES (APPROXIMATELY 6 PASSES) BEFORE TRYING TO LAND. THE AIRCRAFT COLLIDED WITH THE TOP OF A TREE LOCATED SLIGHTLY TO THE LEFT OF THE EXTENDED RUNWAY CENTERLINE. THE AIRCRAFT ENTERED AN UNCONTROLLED DESCENT INTO BRUSHY TERRAIN. THE INOPERATIVE RUNWAY LIGHTS WERE PROPERLY NOTAMED AND THE PILOT HAD RECEIVED A PREFLIGHT BRIEFING.

Brief of Accident (Continued)

File No. - 1663

9/01/88

SCHAUMBURG,IL

A/C Reg. No. N28774

Time (Lc1) - 2200 CDT

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

Finding(s)

1. LIGHT CONDITION - NIGHT
2. OBJECT - TREE(S)
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1659 9/04/88 HINCKLEY, IL A/C Reg. No. N3613F Time (Lcl) - 1340 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HINCKLEY, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HINCKLEY
Wind Dir/Speed- 330/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2640/ 100
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 5931
SE LAND, SE SEA	Months Since - 4	Last 24 Hrs - 1
GLIDER	Aircraft Type - 2-33	Make/Model - 800
		Last 30 Days - 14
		Instrument - 236
		Last 90 Days - 56

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE INITIAL CLIMBOUT ON THE DUAL INSTRUCTIONAL FLIGHT, AS THE GLIDER WAS TOWED THROUGH APPROXIMATELY 50-100' AGL, THE TOW ROPE FAILED. THE INSTRUCTOR PILOT EXECUTED A HARD FORCED LANDING AT THE EDGE OF A CORNFIELD LOCATED TO THE RIGHT SIDE OF THE RUNWAY. BOTH PILOTS REPORTED THAT THE TOUCHDOWN WAS ABRUPT, WITH "HIGHER THAN NORMAL VERTICAL VELOCITY".

Brief of Accident (Continued)

File No. - 1659

9/04/88

HINCKLEY,IL

A/C Reg. No. N3613F

Time (Lcl) - 1340 CDT

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

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - FAILURE,TOTAL
2. EMERGENCY PROCEDURE - PERFORMED -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - CROP
4. TOUCHDOWN - 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

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. - 1605 10/09/88 SPARTA, IL A/C Reg. No. N4717D Time (Lcl) - 1700 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-OTHER WORK USE	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	4
Accident Occurred During	-CRUISE						

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

Make/Model	- CESSNA 182	Eng Make/Model	- CONTINENTAL O-470-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 230 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SPARTA, IL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 090/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
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	Current - YES	Total - 564	Last 24 Hrs - 8
SE LAND, ME LAND	Months Since - 3	Make/Model - 225	Last 30 Days - 45
	Aircraft Type - UNK/NR	Instrument - 90	Last 90 Days - 120
		Multi-Eng - 14	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE LANDED UNEVENTFULLY AFTER A SKYDIVER STRUCK THE HORIZONTAL STABILIZER FOLLOWING AN INADVERTENT DEPLOYMENT OF HIS MAIN PARACHUTE AS HE WAS PREPARING TO EXIT THE AIRPLANE. THE SKYDIVER WAS NOT INJURED AND DESCENDED NORMALLY.

Brief of Accident (Continued)

File No. - 1605

10/09/88

SPARTA,IL

A/C Reg. No. N4717D

Time (Lcl) - 1700 CDT

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

Finding(s)

1. HORIZONTAL STABILIZER SURFACE - BENT
 2. EMERGENCY EQUIPMENT - INADVERTENT ACTIVATION - PASSENGER
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1797 11/07/88 VANDALIA,IL A/C Reg. No. N93085 Time (Lcl) - 1910 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 9500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
VANDALIA,IL
Destination
CAHOKIA,MO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

VANDALIA
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 - 21
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 156 Last 24 Hrs - 1
Make/Model- 109 Last 30 Days- 6
Instrument- 4 Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG BEGAN RUNNING ROUGH APRX 5 MIN AFTER THE PLT TOOK OFF FROM AN EN ROUTE ARPT DRG A NIGHT, X-COUNTRY TRAINING FLT. HE REVERSED COURSE BACK TOWARD THE DEPARTURE ARPT WITH THE ENG PROVIDING PARTIAL POWER. WHILE MANEUVERING TO LAND ON RWY 18, THE ENG CEASED PROVIDING POWER. SUBSEQUENTLY, THE PLT MADE AN EMERGENCY LANDING IN A PLOWED FIELD APRX 1/4 MI FROM THE ARPT. DRG THE LANDING, THE NOSE GEAR DUG INTO SOFT TERRAIN & THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THE HOLD DOWN BOLTS FOR THE #3 CYLINDER HAD BROKEN & THE CYLINDER HAD SEPARATED FROM THE CRANK CASE.

Brief of Accident (Continued)

File No. - 1797

11/07/88

VANDALIA,IL

A/C Reg. No. N93085

Time (Lcl) - 1910 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

2. LIGHT CONDITION - DARK NIGHT
 3. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1715 12/11/88 VARNA,IL A/C Reg. No. N704KV Time (Lcl) - 1330 CST

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LACON,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PERU,IL	Runway Ident - N/A
Wind Dir/Speed- 020/005 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 - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 62
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 62
		Last 30 Days- 7
		Instrument- 1
		Last 90 Days- 14
		Multi-Eng - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS CRUISING AT 2000' MSL ON A SOLO FLIGHT, WHEN THE ENGINE LOST POWER. EMERGENCY PROCEDURES WERE INITIATED AND A FORCED LANDING WAS MADE IN AN OPEN FIELD. DURING THE LANDING ROLL, THE AIRCRAFT STRUCK A DIRT BANK AND WAS DAMAGED. A POST-ACCIDENT INSPECTION OF THE ENGINE REVEALED NO EVIDENCE OF A MECHANICAL PROBLEM. WHEN AN ENGINE RUN-UP WAS MADE, ALL SYSTEMS OPERATED SATISFACTORILY. WEATHER CONDITIONS WERE CONDUCTIVE TO FORMATION OF CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 1715

12/11/88

VARNA,IL

A/C Reg. No. N704KV

Time (Lc1) - 1330 CST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1670 12/30/88 PLAINFIELD, IL A/C Reg. No. N8369Y Time (Lcl) - 1500 CST

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

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

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point PLAINFIELD, IL	
Method - N/A	Destination LOCAL	Airport Data CLOW INT'L
Completeness - N/A		Runway Ident - 18
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3370/ 50
Wind Dir/Speed- 190/011 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 12.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 15000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 34
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 14
		Last 30 Days- 11
		Instrument- 0
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE STUDENT PILOT LOST DIRECTIONAL CONTROL AND THE AIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY, STRIKING A SNOWBANK. THIS WAS THE STUDENT PILOT'S FIRST SOLO FLIGHT.

Brief of Accident (Continued)

File No. - 1670

12/30/88

PLAINFIELD, IL

A/C Reg. No. N8369Y

Time (Lcl) - 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 TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1661 9/10/88 CONVERSE, IN A/C Reg. No. N46876 Time (Lcl) - 0845 EST

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

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

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

Make/Model	- FAIRCHILD PT-19	Eng Make/Model	- RANGER 6-440 C2	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2470	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 175 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	CONVERSE, IN	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 360/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 891	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 12	Make/Model - 8	Last 30 Days - 9
	Aircraft Type - PA-28	Instrument - 18	Last 90 Days - 46

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMBOUT AFTER TAKEOFF, THE AIRCRAFT EXPERIENCED A LOSS OF ENGINE POWER. AFTER AN UNSUCCESSFUL ATTEMPT TO RESTART THE ENGINE, THE PILOT EXECUTED A FORCED LANDING IN A CORN FIELD. POST ACCIDENT EXAM REVEALED A BROKEN UNIVERSAL JOINT IN THE FUEL SELECTOR. THERE WAS NO FUEL FOUND FORWARD OF THE FUEL SELECTOR.

Brief of Accident (Continued)

File No. - 1661

9/10/88

CONVERSE, IN

A/C Reg. No. N46876

Time (Lc1) - 0845 EST

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

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - FAILURE, TOTAL
 2. FLUID, FUEL - STARVATION
 3. EMERGENCY PROCEDURE - PERFORMED -
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - 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. - 1649 9/24/88 BUTLER,IN A/C Reg. No. N8570J Time (Lcl) - 1600 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
NONE

Crew
Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA 150G

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/007 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

AUBURN,IN

Destination

BUTLER,IN

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PASTURE

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)

STUDENT

Age - 39

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 - 82

Make/Model- UNK/NR

Instrument- 2

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SOLO FLIGHT, THE STUDENT PILOT ATTEMPTED A LANDING ON A NEIGHBOR'S COW PASTURE. THE STUDENT STATED THAT HE MISJUDGED THE APPROACH TO LANDING AND LANDED LONG ON THE FIELD. HE WAS UNABLE TO ADEQUATELY HANDLE THE AIRCRAFT AND FAILED TO GET IT STOPPED BEFORE IT RAN INTO A DRAINAGE DITCH.

Brief of Accident (Continued)

File No. - 1649

9/24/88

BUTLER, IN

A/C Reg. No. N8570J

Time (Lcl) - 1600 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1603 10/20/88 INDIANAPOLIS, IN A/C Reg. No. N7733P Time (Lcl) - 1915 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Fatal

Serious

Minor

None

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

0
0

0
0

0
0

1
2

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1D5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 13000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
INDIANAPOLIS, IN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

EAGLE CREEK
Runway Ident - 03
Runway Lth/Wid - 4200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND
HELICOPTER

Age - 40

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - CE-500

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	9787	Last 24 Hrs	-	4
Make/Model	-	2000	Last 30 Days	-	64
Instrument	-	1088	Last 90 Days	-	203
Multi-Eng	-	6797	Rotorcraft	-	92

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER LIFTOFF AND LANDING GEAR RETRACTION, THE PILOT INADVERTENTLY ALLOWED THE AIRCRAFT TO TOUCH DOWN ON THE RUNWAY. THE PILOT STATED THAT HIS ATTENTION WAS DISTRACTED BY CONVERSATION WITH ONE OF THE PASSENGERS AND HE FAILED TO MAINTAIN A POSITIVE RATE OF CLIMB.

Brief of Accident (Continued)

File No. - 1603

10/20/88

INDIANAPOLIS, IN

A/C Reg. No. N7733P

Time (Lc1) - 1915 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

Finding(s)

1. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
 2. DIVERTED ATTENTION - PILOT IN COMMAND
 3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1714 11/14/88 INDIANAPOLIS, IN A/C Reg. No. N6292 Time (Lcl) - 0803 EST

-----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	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-F2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 10	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point	
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ST LOUIS, MO	EAGLE CREEK AIRPARK
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4200/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 27000
SE LAND, ME LAND	Months Since - 14	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 1250
		Instrument- 2700
		Last 30 Days- 60
		Last 90 Days- 100
		Multi-Eng - 17000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT IMMEDIATELY AFTER ROTATION & DRG THE INITIAL CLIMB, THE RGT ENG BEGAN TO BACKFIRE & RUN ROUGH. WHEN THE ENG CONTD TO RUN ROUGH IN SPITE OF ATTEMPTS TO SMOOTH IT OUT, THE PLT ELECTED TO ABORT THE TAKEOFF. AT THAT TIME, THE ACFT WAS AT ABOUT 25' ABOVE THE GROUND. SEEING OBSTACLES AHEAD, THE PLT ELECTED TO BANK THE ACFT TO THE RGT TO OBTAIN ADDITIONAL SPACE. HOWEVER, THE ACFT CONTACTED THE GROUND RGT WING 1ST. SUBSEQUENTLY, IT TUMBLED SIDEWAYS & SLID THRU A FENCE BEFORE STOPPING ON AN ACCESS ROAD. A POST-ACDNT EXAM & OPNL CHECK OF THE ENG FAILED TO DUPLICATE THE POWER LOSS AS DESCRIBED BY THE PLT. NO PRE-ACDNT MECHANICAL MALFUNCTION WAS VERIFIED EXCEPT FOR LOW COMPRESSION (30 OVER 80 PSI) OF THE #1 & #5 CYLINDERS ON THE RGT ENG.

Brief of Accident (Continued)

File No. - 1714

11/14/88

INDIANAPOLIS, IN

A/C Reg. No. N6292

Time (Lc1) - 0803 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. 1 ENGINE -
2. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. MANEUVER - INITIATED -
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - ABORTED

Finding(s)

8. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1669 12/27/88 GROVERTOWN, IN A/C Reg. No. N5457A Time (Lcl) - 1250 EST

-----Basic Information-----

Type Operating Certificate- N.E (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 P210R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4100
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-CE1B ELT Installed/Activated - YES/NO
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 325 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 210/010 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 300 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREENWOOD, IN
Destination
VALPARAISO, IN

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 59
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-337

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 15244 Last 24 Hrs - 0
Make/Model- 285 Last 30 Days- 9
Instrument- 1844 Last 90 Days- 55
Multi-Eng - 13288 Rotorcraft - 116

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ENROUTE ON AN IFR FLIGHT PLAN IN INSTRUMENT METEOROLOGICAL CONDITIONS, THE ENGINE FAILED. THE PILOT PERFORMED EMERGENCY PROCEDURES AND SET UP FOR AN EMERGENCY LANDING. THE AIRCRAFT BROKE OUT OF THE CLOUDS AT ABOUT 300 FEET ABOVE GROUND LEVEL WITH APPROXIMATELY 1 MILE VISIBILITY; THE PILOT EXECUTED A GEAR-UP FORCED LANDING IN AN OPEN FIELD. POST-ACCIDENT EXAMINATION REVEALED APPROXIMATELY ONE CUP OF FUEL PRESENT IN THE ENTIRE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1669

12/27/88

GROVERTOWN, IN

A/C Reg. No. N5457A

Time (Lcl) - 1250 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL CONSUMPTION CALCULATIONS - 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)

4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1770 10/25/88 LENEXA,KS

A/C Reg. No. N39231

Time (Lcl) - 0130 CDT

-----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	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-12D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65-8F
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- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
OLATHE,KS
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - PA-34

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total - 992	Last 24 Hrs - UNK/NR
Make/Model- 68	Last 30 Days- 19
Instrument- 92	Last 90 Days- 92
Multi-Eng - 204	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC HAD BEEN DRINKING ALCOHOLIC BEVERAGES BEFORE THE FLT AND HAD TAKEN THE PRESCRIPTION ANTI-DEPRESION DRUG PAMELOR. IN COMBINATION, THE ADVERSE SIDE-EFFECTS OF THE DRUG ARE MAGNIFIED. THE PIC DECIDED TO FLY INSTEAD OF DRIVE TO VISIT A FRIEND WORKING THE NIGHT SHIFT WHERE HE WAS ALSO EMPLOYED. AFTER THE VISIT, THE PIC DEPARTED THE LOCAL AIRPORT TO FLY 7 NM TO A NEARBY AIRPORT WHERE THE AIRCRAFT HAD BEEN HANGARED. THE PIC ONLY REMEMBERED FLYING ALONG THE INTERSTATE HWY, NORTHWEST OF THE DEPARTURE AIRPORT PRIOR TO THE CRASH. THE IMPACT OCCURRED IN THE CENTER MEDIAN OF THE INTERSTATE HWY. INTERVIEWS WITH THE PIC REVEALED THAT HE HAD ALSO BEEN DRINKING WHILE FLYING THE AIRCRAFT. TOX TESTS REVEALED THAT THE PILOT'S BLOOD ALCOHOL LEVEL WAS .15%.

Brief of Accident (Continued)

File No. - 1770

10/25/88

LENEXA,KS

A/C Reg. No. N39231

Time (Lc1) - 0130 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. INCAPACITATION(DRUGS) - PILOT IN COMMAND
 4. INCAPACITATION(ALCOHOL) - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1766 12/28/88 DERBY,KS

A/C Reg. No. N2213T

Time (Lcl) - 1119 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	1
NONE	Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-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 - TV WX
Method - TV/RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 020/001 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
DERBY,KS
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

COOK AIRFIELD
Runway Ident - 19
Runway Lth/Wid - 1700/ 80
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 309
Make/Model- 120
Instrument- 6
Multi-Eng - 0
Last 24 Hrs - 0
Last 30 Days- 4
Last 90 Days- 14
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

DRG AN ENG RUN-UP BEFORE A SIMULATED INSTRUMENT FLT, THE CREW NOTICED THE CARB HEAT CONTROL WOULD ONLY MOVE ABOUT 1/2 OF ITS NORMAL TRAVEL. THE PLTS DISCUSSED THE MALFUNCTION & RAN THE ENG FOR ANOTHER 1 TO 2 MIN UNTIL THE OIL TEMP GAUGE INDCD A TEMP RISE. DRG TAKEOFF, THE ACFT WAS CLIMBING THRU ABOUT 400 FT AGL WHEN THE ENG BEGAN TO LOSE POWER. EMERGENCY PROCEDURES WERE FLWD, BUT THERE WAS NO SIGNIFICANT GAIN IN ENG POWER. AN ATTEMPT WAS MADE TO RETURN & LAND; HOWEVER, THE PLTS WERE UNABLE TO REACH THE ARPT. SUBSEQUENTLY, THE ACFT HIT TREETOPS & CRASHED SHORT OF THE RWY. LATER, AN EXAM REVEALED THERE WAS FROZEN WATER ON THE INSIDE OF THE ENG AIR INTAKE FILTER. NO PREIMPACT MECHANICAL MALFUNCTION WAS FOUND, EXCEPT FOR THE RESTRICTED TRAVEL OF THE CARB HEAT CONTROL. METEOROLOGICAL CONDS WERE RPRTD TO BE CONDUCIVE TO CARB ICING.

Brief of Accident (Continued)

File No. - 1766

12/28/88

DERBY,KS

A/C Reg. No. N2213T

Time (Lcl) - 1119 CST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CARBURETOR HEAT CONTROL - MOVEMENT RESTRICTED
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. FUEL SYSTEM,CARBURETOR - ICE
5. CARBURETOR HEAT - UNAVAILABLE -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 1680 8/06/88 BURKESVILLE, KY A/C Reg. No. N6864V Time (Lcl) - 1145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
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-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 - IMC
Wind Dir/Speed- UNK/NR
Visibility - 8.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JONESBORO, GA
Destination
MADISON, IN

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 - 12
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 450 Last 24 Hrs - 5
Make/Model- 30 Last 30 Days- 35
Instrument- 6 Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE AIRPLANE ENCOUNTERED HEAVY RAIN AND EXTREME TURBULENCE WHILE FLYING OVER A BLACK CLOUD AT 8,500 FT. HE STATED THAT IT WAS AS IF AN "INVISIBLE TORNADO HAD REACHED OUT" AND GRABBED THE AIRPLANE; EXCESSIVE CLIMB & DESCENT RATES WERE EXPERIENCED, AND CONTROL OF THE AIRPLANE WAS LOST. THE AIRPLANE ENTERED A SPIN AND DESCENDED SEVERAL THOUSAND FT INTO TREES. THE WINGS WERE TORN OFF ON IMPACT WITH THE TREES, AND THE AIRPLANE SUBSEQUENTLY IMPACTED THE TERRAIN INVERTED. WHEN QUESTIONED ABOUT PRE-FLIGHT PREPARATION, THE PLT STATED THAT HE HAD NOT OBTAINED A WX BRIEFING FROM FLT SVC, BUT NOTED THAT HE WAS AWARE OF A COLD FRONT IN THE AREA. THE PLT REPORTED THAT HE HAD AN INSTRUMENT RATING. ACCORDING TO FAA RECORDS, HE WAS NOT INSTRUMENT RATED.

Brief of Accident (Continued)

File No. - 1680

8/06/88

BURKESVILLE, KY

A/C Reg. No. N6864V

Time (Lc1) - 1145 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
3. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
5. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1738 7/12/88 PATTERSON, LA A/C Reg. No. N4825Q Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D23	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HARRY P WILLIAMS MEMORIAL
Wind Dir/Speed- 225/010 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5400/ 150
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1741
SE LAND	Months Since - 2	Make/Model- 1394
	Aircraft Type - C-172	Instrument- 11
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 1
		Last 90 Days- 7
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENGINE LOST POWER & THE PLT DUMPED HIS LOAD. SUBSEQUENTLY, THE ACFT CRASH LANDED IN A CANE FIELD. NO PREIMPACT MECHANICAL PROBLEMS COULD BE FOUND WITH THE ENGINE OR FUEL SYSTEM. WATER WAS FOUND IN THE FUEL TANK OUTLET SCREEN, ALTHOUGH NONE WAS FOUND IN THE ENGINE.

Brief of Accident (Continued)

File No. - 1738

7/12/88

PATTERSON, LA

A/C Reg. No. N4825Q

Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LOAD JETTISON - PERFORMED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - CROP
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) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1739 11/05/88 MONROE, LA A/C Reg. No. N4474U Time (Lcl) - 1401 CST

-----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	-MANEUVERING		Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- SANDRIDGE KR-2	Eng Make/Model	- REVMaster 2100D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/018 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">ARKADELPHIA, AR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MONROE REGIONAL</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 5000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----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 - 583
SE LAND	Months Since - 9	Make/Model- 171
	Aircraft Type - C-172	Instrument- 100
		Multi-Eng - 0
		Last 24 Hrs - 5
		Last 30 Days- 15
		Last 90 Days- 40
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLT WAS TAXIING TO TAKEOFF, THE TOWER ADZD HIM THAT WIND SHEAR ADVISORIES WERE IN EFFECT. AT APRX 1359, HE WAS CLRD FOR TAKEOFF ON RWY 31. AT THAT TIME, THE WIND WAS FROM 280 DEG AT 18 KTS. DRG TAKEOFF, THE ACFT WAS CLIMBING THRU ABOUT 300 TO 500 FT, WHEN THE PLT DECLARED AN EMERGENCY. HE WAS CLRD TO LAND ON ANY RWY. HE TURNED BACK TO THE ARPT & ATMTD TO LAND IN THE OPPOSITE DIRECTION. THE PLT SAID HE MADE A DSCNDG TURN, BUT COULD NOT GET ALIGNED WITH THE RWY. HE STATED THAT THE DSCNDG TURN "SEEMED TO GO WELL UNTIL BETWEEN 50 & 25 FT AGL, THEN THE PLANE DARTED LEFT & DOWN UNTIL IMPACT." SUBSEQUENTLY, THE ACFT IMPACTED THE GND IN A LEVEL ATTITUDE APRX 100 FT LEFT OF RWY 13, NEAR THE APCH END. AFTER THE ACDNT, THE PLT RPRTD HE THOUGHT HE HAD LOST RUDDER CTL DRG THE CLIMB-OUT & ELECTED TO LAND ON THE CLOSEST RWY. HOWEVER, AN EXAM OF THE ACFT AFTER THE ACDNT REVEALED THAT ALL FLT CONTROL SYSTEMS, INCLUDING THE RUDDER CONTROL, WERE OPERATING NORMALLY. THE PLT RPRTD THE WIND WAS FROM 280 DEG AT 16 GUSTING 30 KTS.

Brief of Accident (Continued)

File No. - 1739

11/05/88

MONROE, LA

A/C Reg. No. N4474U

Time (Lcl) - 1401 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - WINDSHEAR
5. PRECAUTIONARY LANDING - INITIATED -
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1636

2/02/88

HYANNIS,MA

A/C Reg. No. N5461V

Time (Lcl) - 2205 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Name of Carrier -HYANNIS AVIATION

Type of Operation -NON SCHED,DOMESTIC,PASSENGER

Flight Conducted Under -14 CFR 135

Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 303

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 5150

No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-520-AE

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 250 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 360/008 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 300 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - SNOW

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

NO.PHILADELPHIA,PA

Destination

HYANNIS,MA

Airport Proximity

ON AIRPORT

Airport Data

HYANNIS

Runway Ident - 24

Runway Lth/Wid - 5567/ 150

Runway Surface - ASPHALT

Runway Status - SNOW - WET

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI,FLT ENG

SE LAND,ME LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - M20J

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10000 Last 24 Hrs - 4

Make/Model- 50 Last 30 Days- 50

Instrument- 1200 Last 90 Days- 100

Multi-Eng - 8000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA 303 BROKE OUT OF THE CLOUDS AND MADE A LONG LANDING ON A 5567 FT RUNWAY. TIRE MARKS SHOWED THAT THE AIRCRAFT TOUCHED DOWN WITH LESS THAN 2000 FT OF RUNWAY REMAINING. THE LANDING RUNWAY WAS 24 AND THE WINDS WERE FROM 360 DEGREES AT 8 KTS. THE RUNWAY SURFACE WAS COVERED WITH SLUSH APPROXIMATELY 1/4 INCH DEEP. THE AIRCRAFT RAN OFF THE DEPARTURE END. THE LEFT SEAT PILOT WAS NOT AN EMPLOYEE OF THE CERTIFICATE HOLDER. THE PIC WAS OVERHEARD INSTRUCTING THE LEFT SEAT PILOT TO "GET IT DOWN."

Brief of Accident (Continued)

File No. - 1636

2/02/88

HYANNIS,MA

A/C Reg. No. N5461V

Time (Lcl) - 2205 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - MISJUDGED - COPILOT/SECOND PILOT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1640

4/11/88

HOPEDALE, MA

A/C Reg. No. N4695E

Time (Lc1) - 1230 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 -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 185

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3350

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NORWOOD, MA

Destination

HOPEDALE, MA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

HOPEDALE-DRAPER

Runway Ident - 36

Runway Lth/Wid - 3160/ 90

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

Age - 39

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 142

Make/Model- 47

Instrument- UNK/NR

Multi-Eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID HE FLARED TOO HIGH AND LANDED HARD. THE PILOT STATED THAT THE PROP CONTACTED THE GROUND, THE RIGHT LANDING GEAR BROKE, AND THE RT WING CONTACTED THE GROUND AND WAS BENT REARWARD DURING THE HARD LANDING. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 1640

4/11/88

HOPEDALE, MA

A/C Reg. No. N4695E

Time (Lc1) - 1230 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1647 4/27/88 DRACUT, MA A/C Reg. No. N9712N Time (Lcl) - 0940 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CHAMPION 7KCAB	Eng Make/Model - LYCOMING O-320-A2D	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

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	LONG POND
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WATER - GLASSY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 227
SE LAND, SE SEA	Months Since - 7	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 11
		Instrument- 7
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT WHILE MAKING A NORMAL APPROACH FOR A "GLASSY WATER" LANDING ON A LAKE, HE FLARED HIGH AND STALLED THE AIRPLANE. THE RIGHT WING DROPPED OFF AND THE AIRPLANE CRASHED INTO THE WATER.

Brief of Accident (Continued)

File No. - 1647

4/27/88

DRACUT, MA

A/C Reg. No. N9712N

Time (Lcl) - 0940 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL APPROACH PROCEDURE - WATER, GLASSY
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1698 5/26/88 SLEEPY CREEK, MD A/C Reg. No. N4327 Time (Lcl) - 0910 EST

-----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	1	0	0
Accident Occurred During	-MANEUVERING	ON GROUND	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	HAGERSTOWN, MD	
Completeness	Destination	Airport Data
Basic Weather	HANCOCK, MD	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	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	Type Apch/Lndg	- N/A

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND, SE SEA	Months Since	- 12	4500
	Aircraft Type	- C-172	Last 24 Hrs
			- 5
			Last 30 Days
			- 25
			Last 90 Days
			- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE AERIAL APPLICATION FLIGHT THE AIRPLANE STRUCK AND SEVERED THREE POWER LINES. THE PILOT STATED HE DID NOT SEE THE LINES UNTIL IT WAS TOO LATE. THE AIRPLANE CAUGHT FIRE AND CONTINUED ON ITS FLIGHT PATH CROSSING A HIGHWAY AND A RIVER. THE AIRPLANE CONTACTED A 25 TO 30 FOOT TALL TREE LINE AND CAME TO REST IN AN OPEN FIELD. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 1698

5/26/88

SLEEPY CREEK, MD

A/C Reg. No. N4327

Time (Lcl) - 0910 EST

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

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. 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) 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. - 1684 6/06/88 GAITHERSBURG, MD A/C Reg. No. N65720 Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	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	3

-----Aircraft Information-----

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	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 - UNK/NR	OCEAN CITY, MD	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GAITHERSBURG-MONTGOMERY
Wind Dir/Speed - 340/013 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4235/ 75
Lowest Sky/Clouds - 25000 FT THIN BKN	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 - 26	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 78	Last 24 Hrs - 3
SE LAND	Months Since - 7	Make/Model - 8	Last 30 Days - 7
	Aircraft Type - C-152	Instrument - 3	Last 90 Days - 7
		Multi-Eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, AFTER TOUCHDOWN THE ACFT ENCOUNTERED A CROSSWIND GUST. THE ACFT DRIFTED LEFT OF THE RWY WHERE IT COLLIDED WITH TREES. THE PLT REPORTED NO MECHANICAL MALFUNCTION.

Brief of Accident (Continued)

File No. - 1684

6/06/88

GAITHERSBURG, MD

A/C Reg. No. N65720

Time (Lcl) - 0930 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1643 3/11/88 OLD TOWN, ME A/C Reg. No. N89219 Time (Lcl) - 1415 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAXI			0	0	0	1
			0	0	0	1

-----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 - 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	SANFORD, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DE WITT FIELD
Wind Dir/Speed- 340/021 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 100
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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 385
SE LAND, SE SEA	Months Since - 24	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 70
		Instrument- 23
		Multi-Eng - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING ROLLOUT FROM A NORMAL LANDING IN STRONG WINDS, AND DURING A LEFT TURN ONTO THE TAXIWAY, THE WING OF THE AIRCRAFT WAS LIFTED UP BY A QUARTERING TAILWIND AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1643

3/11/88

OLD TOWN, ME

A/C Reg. No. N89219

Time (Lcl) - 1415 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1644

5/23/88

TURNER, ME

A/C Reg. No. N46413

Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries		None
	Serious	Minor	
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TURNER, ME

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)

PRIVATE

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 118

Make/Model- 92

Instrument- 9

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID HE PREFLIGHTED THE AIRCRAFT BEFORE DEPARTURE. THE PILOT STATED THAT HE FLEW IN THE LOCAL AREA TAKING PHOTOS, THEN HAD STARTED BACK TOWARDS THE AIRPORT WHEN THE ENGINE BEGAN TO SPUTTER. THE PILOT CALLED BANGOR AIR RESCUE, CHECKED INSTRUMENTS AND SET UP FOR THE LANDING IN A NEARBY FIELD. DURING THE APPROACH, THE RIGHT WING HIT A TREE. INSPECTION OF THE AIRPLANE BY THE FAA REVEALED THAT BOTH FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 1644

5/23/88

TURNER, ME

A/C Reg. No. N46413

Time (Lcl) - 1430 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1725 3/20/88 SEBEWAING,MI A/C Reg. No. N66717 Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
DETROIT,MI
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

SEBEWAING
Runway Ident - 36
Runway Lth/Wid - 2178/ 50
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 320/015 KTS
Visibility - 27.0 SM
Lowest Sky/Clouds - 4500 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 - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41

Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1226	Last 24 Hrs - 1
Make/Model- 43	Last 30 Days- UNK/NR
Instrument- 68	Last 90 Days- 3
Multi-Eng - 950	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHEN HE LANDED, THE ACFT BOUNCED TWICE & WENT STRAIGHT FORWARD FOR ABOUT 200 FT. WHEN HE APPLIED BRAKES, THE ACFT VEERED TO THE LEFT. SUBSEQUENTLY, THE ACFT WENT OFF THE RUNWAY & INTO A DITCH WHERE THE NOSE GEAR COLLAPSED. THE PLT BELIEVED THE LEFT BRAKE LOCKED UP WHEN HE APPLIED BRAKES, BUT NO BRAKE FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1725

3/20/88

SEBEWAING,MI

A/C Reg. No. N66717

Time (Lcl) - 1700 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - CROSSWIND
3. RECOVERY FROM BOUNCED LANDING
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1724 3/24/88 ALMA,MI A/C Reg. No. N54848 Time (Lcl) - 2222 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
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 - 6

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 100/009 KTS
Visibility - .500 SM
Lowest Sky/Clouds - 200 FT
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
GRAND RAPIDS,MI
Destination
ALMA,MI

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - SDF

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ALMA
Runway Ident - 09
Runway Lth/Wid - 5000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1673	Last 24 Hrs	- 2
Make/Model-	146	Last 30 Days-	UNK/NR
Instrument-	236	Last 90 Days-	71
Multi-Eng	- 510		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL, THE PLT WAS PROVIDED VECTORS FOR AN SDF RWY 9 APCH. NO WX RPRT WAS AVAILABLE FOR THE DESTN (ALMA), BUT THE PLT WAS ADZD THE SAGINAW WX WAS: INDEFINITE CEILING, 200' OBSCURED, VIS 1/2 MI WITH FOG, TEMP 41, DEW POINT 31, WIND 100 DEG AT 8 KTS, ALTIMETER 29.90. THE PLT RPRTD THAT AFTER HE WAS CLRD FOR THE APCH, HE DSCNDD TO THE MIN DSCNT ALT (MDA) OF 1300' MSL BY USING THE AUTO-PLT. HE STATED THAT ABOUT 1 MIN PAST THE FINAL APCH FIX, HE HEARD A "THUMP" WHICH HE THOUGHT TO BE A PSBL BIRD STRIKE. HE SAID HE INITIATED A MISSED APCH, BUT DID NOT RECALL WHETHER HE ADDED PWR OR DISENGAGED THE AUTO-PLT. SUBSEQUENTLY, THE ACFT DSCNDD INTO TREES & CRASHED ABT 2.5 MI WEST OF THE ARPT. AN EXAM OF THE CRASH SITE REVEALED THE ACFT HAD COLLIDED WITH TREETOPS, THEN PULLED UP & CONTD OVER TREES FOR ABOUT 400' & FINALLY DSCNDD STEEPLY INTO THE WOODED AREA & CRASHED IN A RIVER. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. ELEV OF THE CRASH SITE WAS RPRTD AS 754'.

Brief of Accident (Continued)

File No. - 1724

3/24/88

ALMA,MI

A/C Reg. No. N54848

Time (Lcl) - 2222 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)
 2. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1664 8/30/88 SPARTA, MI A/C Reg. No. N6049R Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- CESSNA 172G	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRSTRIP
Method	SPARTA, MI	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	FARM STRIP
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 09
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 2350/ 95
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- GRASS/TURF
Condition of Light		Runway Status
		- WET

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 179
SE LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model - 135
		Instrument - 3
		Last 30 Days - 2
		Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TAKEOFF ATTEMPT FROM HIS PRIVATE STRIP THE PILOT ELECTED TO ABORT THE TAKEOFF. THERE WAS A SLIGHT QUARTERING TAILWIND FOR THE TAKEOFF ATTEMPT. DUE TO THE "DENSE", DAMP GRASS, WHICH WAS ABOUT 4 INCHES TALL ACCORDING TO THE PILOT, BRAKING EFFECTIVENESS WAS INSUFFICIENT AND THE PILOT WAS UNABLE TO CONTROL AND STOP THE AIRCRAFT BEFORE THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT RAN OFF THE END OF THE RUNWAY AND CONTINUED THROUGH A SLIGHT BANK, WHERE THE NOSEWHEEL COLLAPSED AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1664

8/30/88

SPARTA,MI

A/C Reg. No. N6049R

Time (Lc1) - 1930 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. ABORT - DELAYED - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION
5. TERRAIN CONDITION - WET

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1648 10/19/88 BIG RAPIDS, MI A/C Reg. No. N300HF Time (Lc1) - 0945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-POSITIONING	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-APPROACH		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540-F2BD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 325 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	ALMA, MI		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	BIG RAPIDS, MI	BIG RAPIDS	
Wind Dir/Speed	- 300/006 KTS		Runway Ident	- 32
Visibility	- 8.0 SM	ATC/Airspace	Runway Lth/Wid	- 3500/ 75
Lowest Sky/Clouds	- 700 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 7000 FT BROKEN	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1811	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 1	Make/Model - 681	Last 30 Days - 70
	Aircraft Type - PA-31	Instrument - 248	Last 90 Days - 148
		Multi-Eng - 1037	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE FAILED TO MAINTAIN SUFFICIENT AIRSPEED AND ALTITUDE DURING AN IFR CIRCLE-TO-LAND MANEUVER. THE PILOT REPORTED THAT WHEN HE THOUGHT HE WAS GOING TO OVERSHOOT FINAL, HE TIGHTENED UP THE BANK. THE AIRCRAFT STALLED AND THE LEFT WING IMPACTED ON THE ASPHALT RUNWAY. THE PILOT REDUCED POWER AND THE AIRCRAFT SETTLED TO THE GROUND ON THE LEFT SIDE OF THE RUNWAY, SUSTAINING NO FURTHER DAMAGE.

Brief of Accident (Continued)

File No. - 1648

10/19/88

BIG RAPIDS, MI

A/C Reg. No. N300HF

Time (Lcl) - 0945 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CIRCLING (IFR)

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation CIRCLING (IFR)

-----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. - 1759 11/15/88 SAMARIA, MI A/C Reg. No. N86ER Time (Lcl) - 0912 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAMBERTVILLE, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MONROE, MI	Runway Ident - N/A
Wind Dir/Speed- 140/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 578
SE LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - C-172RG	Make/Model- 447
		Last 30 Days- 42
		Instrument- 99
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG FLT, THE ENG BEGAN RUNNING ROUGH. HE ELECTED TO MAKE A PRECAUTIONARY LANDING IN AN OPEN FIELD. DURING THE LANDING, THE ACFT APCHD A DITCH, WHICH THE PLT DID NOT SEE FROM THE AIR. HE INITIATED ACTION TO "FLOAT" THE ACFT OVER THE DITCH. HOWEVER, AFTER CROSSING THE DITCH, IT TOUCHED DOWN NOSE LOW, THEN NOSED OVER ON SOFT TERRAIN. AN EXAM OF THE ENG REVEALED THE #2 CYLINDER HAD LOW COMPRESSION & THE LEFT MAGNETO HAD INTERMITTENT OPN DUE TO EXCESSIVE WEAR OF THE BREAKER CAM.

Brief of Accident (Continued)

File No. - 1759

11/15/88

SAMARIA,MI

A/C Reg. No. N86ER

Time (Lc1) - 0912 EST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM,MAGNETO - WORN
2. IGNITION SYSTEM,MAGNETO - ERRATIC
3. ENGINE ASSEMBLY,CYLINDER - LOW COMPRESSION

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND(CFI)
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
6. TERRAIN CONDITION - DITCH
7. TERRAIN CONDITION - SOFT

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1720 11/23/88 MARQUETTE, MI A/C Reg. No. N3662W Time (Lcl) - 2314 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Fatal		Injuries		None	
		SUBSTANTIAL				Serious		Minor	
Type of Operation	-PERSONAL	Fire		Crew	0	0	1	0	
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	3	1	1	
Accident Occurred During	-LANDING								

-----Aircraft Information-----

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	LANSING, MI	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- IMC	HANCOCK, MI	
Wind Dir/Speed	- 200/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 4.000 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 700 FT	Type of Clearance	- N/A
Lowest Ceiling	- 700 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- FOG		
Precipitation	- NONE		
Condition of Light	- NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 255
SE LAND	Months Since - 10	Make/Model	- 20
	Aircraft Type - PA-28	Instrument	- 50
		Last 24 Hrs	- 6
		Last 30 Days	- 20
		Last 90 Days	- 50

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ENCOUNTERING UNFORECAST ADVERSE WX AT HIS INTENDED DESTN, THE PLT CIRCLED THE AREA A COUPLE OF TIMES, THEN DIVERTED TO MARQUETTE, MI. HOWEVER, BEFORE REACHING THE ALTERNATE ARPT, THE ENG LOST POWER DUE TO FUEL EXHAUSTION. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES DRG A NIGHT LANDING. THE PLT PLANNED TO ARRIVE AT THE ORIGINAL DESTN WITH ENOUGH FUEL TO PROCEED TO AN ALTN ARPT. HE NOTED THAT SINCE THE ACFT HAD NO EGT GAUGE, HIS ATTEMPTS TO LEAN THE MIXTURE TO A MORE EFFICIENT FUEL/AIR RATIO WERE RELATIVELY IMPRECISE.

Brief of Accident (Continued)

File No. - 1720

11/23/88

MARQUETTE,MI

A/C Reg. No. N3662W

Time (Lcl) - 2314 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

6. LIGHT CONDITION - NIGHT
7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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. - 1716 12/19/88 PONTIAC, MI A/C Reg. No. N414CM Time (Lcl) - 2010 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 414	Eng Make/Model - CONTINENTAL TS10-520-ECJ	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DETROIT, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OAKLAND PONTIAC
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - 27L
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6200/ 150
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1023
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 3
	Aircraft Type - C-414	Make/Model- 98
		Instrument- 21
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Multi-Eng - 106

Instrument Rating(s) - UNK/NR

-----Narrative-----

WHILE ON FINAL APCH TO LAND AT NIGHT, THE LEFT ENG LOST POWER DUE TO FUEL STARVATION. ATTEMPTS TO RESTART THE ENG WERE NOT SUCCESSFUL. WHILE THE PLT WAS ATTEMPTING A RESTART, THE ACFT DRIFTED TO THE RIGHT OF THE RWY CENTERLINE & TOWARD THE PROXIMITY OF HANGARS. THE PLT STATED THAT DUE TO THE POWER LOSS & WIND CONDS, HE ELECTED TO LAND ON ARPT PROPERTY. GEAR EXTENSION WAS DELAYED UNTIL JUST BEFORE LANDING. THE ACFT TOUCHED DOWN BEFORE THE RIGHT MAIN LANDING GEAR WAS FULLY EXTENDED & LOCKED. SUBSEQUENTLY, THE RIGHT MAIN GEAR COLLAPSED & THE ACFT SKIDDED ABOUT 500 FT BEFORE COMING TO REST. AN EXAM REVEALED THE NACELLE & MAIN FUEL TANKS WERE EMPTY, BUT FUEL WAS STILL REMAINING IN THE AUX TANKS.

Brief of Accident (Continued)

File No. - 1716

12/19/88

PONTIAC, MI

A/C Reg. No. N414CM

Time (Lcl) - 2010 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. 1 ENGINE -
2. FLUID, FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - GUSTS
6. WEATHER CONDITION - CROSSWIND
7. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
8. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
9. GEAR DOWN AND LOCKED - DELAYED - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,7,9

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. - 1672 4/04/88 HARDWICK,MN A/C Reg. No. N207CA Time (Lcl) - 1820 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-NORTHLAND AIR FREIGHT	DESTROYED		Fatal	1	Serious	0	Minor	0	None	0
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire		Crew	1		0		0		0
Flight Conducted Under	-14 CFR 135	ON GROUND		Pass	0		0		0		0
Accident Occurred During	-MANEUVERING										

-----Aircraft Information-----

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520-F	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	- 1	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SIoux FALLS,SD
Completeness	- N/A	Destination
Basic Weather	- VMC	CRYSTAL,MN
Wind Dir/Speed	- 320/009 KTS	ATC/Airspace
Visibility	- 15.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- N/A	- NONE
Lowest Ceiling	- 25000 FT OVERCAST	Type of Clearance
Obstructions to Vision	- NONE	- TRAFFIC ADVISORY
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

-----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 - 8000	Last 24 Hrs - 3
SE LAND,ME LAND,SE SEA	Months Since - 5	Make/Model - 260	Last 30 Days - UNK/NR
	Aircraft Type - PA-34	Instrument - 1000	Last 90 Days - 42
		Multi-Eng - 4600	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE AIRCRAFT FOR APRX 8 MINUTES IN ERRATIC DIVING, CLIMBING, AND STEEP-TURNING MANEUVERS WHICH CULMINATED IN A 12 DEGREE DESCENT TO THE GROUND. THE SOUND OF THE ENG WAS HEARD THROUGHOUT THE SEQUENCE AND OTHER EVIDENCE INDICATED ENGINE POWER AT IMPACT. THE AIRCRAFT STRUCK TREES, A FARM BLDG, FARM EQUIPMENT, AND A VEHICLE, THEN BURST INTO FLAMES. THE WRECKAGE WAS STREWN ALONG A 320 FT PATH. NO EVIDENCE OF FLIGHT CONTROL MALFUNCTION WAS FOUND. THE PLT CLAIMED AN UPSET STOMACH BEFORE THE FLT. THE PILOT'S SPEECH WAS SLURRED IN RADIO TRANSMISSIONS. THE PLT DID NOT RESPOND TO THE LAST RADIO CALL FROM SIOUX FALLS TOWER. NO EMERGENCY OR DISTRESS CALLS WERE RECEIVED FROM THE PILOT. THE POSTMORTEM EXAM OF THE PLT DID NOT IDENTIFY SPECIFIC IMPAIRMENT BUT WAS LIMITED DUE TO THE SEVERITY OF THE IMPACT AND FIRE DAMAGE.

Brief of Accident (Continued)

File No. - 1672

4/04/88

HARDWICK,MN

A/C Reg. No. N207CA

Time (Lcl) - 1820 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. PHYSICAL IMPAIRMENT - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. OBJECT - BUILDING(NONRESIDENTIAL)
6. OBJECT - VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1756 6/16/88 MORA,MN

A/C Reg. No. N7499G

Time (Lcl) - 2230 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	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Itinerary

Last Departure Point
MORA,MN
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR

ATC/Airspace

Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND,SE SEA

Age - 50
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2362	Last 24 Hrs	- UNK/NR
Make/Model-	123	Last 30 Days-	UNK/NR
Instrument-	79	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DRG FLT, ONE OF THE PLTS DEMONSTRATED A NEGATIVE "G" MANEUVER BY ENTERING A CLIMB, THEN MAKING A "PUSH OVER" TO A DESCENT. HE THROTTLED BACK ON THE BACK SIDE OF THE MANEUVER TO MAINTAIN AIRSPEED. WHEN THE THROTTLE WAS READVANCED, THERE WAS NO ENG RESPONSE. EMERGENCY PROCEDURES WERE INITIATED, BUT THE ENG WOULD NOT RESTART. SUBSEQUENTLY, A NIGHT LANDING WAS MADE IN A WOODED AREA & THE ACFT WAS EXTENSIVELY DAMAGED. LITTLE FUEL WAS FOUND REMAINING IN THE ACFT, BUT FUEL HAD DRAINED FROM THE FUEL SYSTEM AFTER THE ACNT. DURING A CHECK OF THE MAGNETOS, ONE PROVIDED NO SPARK & THE OTHER PROVIDED ONLY A WEAK SPARK. THE MAGNETOS WERE DISASSEMBLED; BOTH WERE FOUND TO HAVE LOOSE DISTRIBUTOR BLOCKS. ALSO, LARGE AMOUNTS OF CARBON HAD BUILT UP IN BOTH MAGNETO CASES, ALTHOUGH NO TRACE OF CARBON ARCING WAS FOUND.

Brief of Accident (Continued)

File No. - 1756

6/16/88

MORA,MN

A/C Reg. No. N7499G

Time (Lc1) - 2230 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation DESCENT - NORMAL

Finding(s)

1. IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL
2. IGNITION SYSTEM,MAGNETO - CONTAMINATION
3. MANEUVER - PERFORMED -
4. IGNITION SYSTEM,MAGNETO - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1660 9/11/88 DETROIT LAKES,MN A/C Reg. No. N2616R Time (Lcl) - 0730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 120/012 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DETROIT LAKES,MN

Destination

HIBBING,MN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DETROIT LAKES

Runway Ident - 13

Runway Lth/Wid - 4500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - C-182D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 199 Last 24 Hrs - 0

Make/Model- 192 Last 30 Days- 19

Instrument- UNK/NR Last 90 Days- 25

Multi-Eng - UNK/NR Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMBOUT, AS THE AIRCRAFT CLIMBED THROUGH APPROXIMATELY 200' AGL, THE POWERPLANT FAILED COMPLETELY. THE PILOT EXECUTED A FORCED LANDING IN AN PLOWED FIELD, SUBSTANTIALLY DAMAGING THE AIRCRAFT. POST-ACCIDENT EXAMINATION OF THE ENGINE REVEALED THAT "THE NO. 1 PISTON HAD BROKEN UP THEN WAS NEARLY PULVERIZED BY INTERNAL IMPACTS." THE REMAINING PISTONS WERE INTACT. DYE PENETRANT INSPECTION REVEALED FRACTURE DEVELOPMENT IN THE CASTING SPLIT LINE IN THE NO. 2 PISTON "IDENTICAL TO THE FRACTURE LOCATION OF NO. 1 PISTON."

Brief of Accident (Continued)

File No. - 1660

9/11/88

DETROIT LAKES,MN

A/C Reg. No. N2616R

Time (Lc1) - 0730 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,PISTON - FAILURE,TOTAL
2. EMERGENCY PROCEDURE - INITIATED -

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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1656 9/23/88 BENSON,MN A/C Reg. No. N3815Q Time (Lc1) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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 Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 185F
Landing Gear - AMPHIBIAN
Max Gross Wt - 3320
No. of Seats - 3

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOZEMAN,MT
Destination
BENSON,MN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BENSON
Runway Ident - 32
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 67

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1801	Last 24 Hrs	- 6
Make/Model-	42	Last 30 Days-	22
Instrument-	UNK/NR	Last 90 Days-	74
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THAT THE AIRCRAFT BOUNCED TWICE ON THE RUNWAY BEFORE THE RIGHT WING TIP STRUCK THE GROUND ON THE RIGHT SIDE OF THE RUNWAY. THE AIRCRAFT "CARTWHEELED" AND CAME TO A REST ON IT'S LEFT SIDE.

Brief of Accident (Continued)

File No. - 1656

9/23/88

BENSON,MN

A/C Reg. No. N3815Q

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 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) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1713 10/12/88 ST PETER,MN A/C Reg. No. N2081V Time (Lcl) - 0945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 120	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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	EDEN PRAIRIE,MN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ST PETER MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2016
SE LAND,ME LAND	Months Since - 20	Make/Model- 300
GLIDER	Aircraft Type - BE-76	Instrument- 150
		Multi-Eng - 680
		Last 24 Hrs - 7
		Last 30 Days- 73
		Last 90 Days- 195

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD INTENDED TO MAKE A TOUCH-&-GO LANDING ON A GRASS STRIP, BUT STATED THAT HE CAME IN "SOMEWHAT HIGH." HE RPRTD THE ACFT WAS STILL AIRBORNE ABOUT HALFWAY DOWN THE RWY WHEN HE ELECTED TO GO AROUND. HE ATTEMPTED TO ADD POWER, BUT THE ENG "SPUTTERED & DIED." THE PLT SAID HE FORCED THE MAIN GEAR ONTO THE RWY & APPLIED BRAKES, BUT WITHIN SECONDS, THE ACFT NOSED OVER. AFTER THE ACDNT, AN EXAM REVEALED THE LEFT MAIN WHEEL HAD BROKEN OFF AT THE AXLE, THEN THE LEFT STRUT DUG INTO THE GROUND & THE ACFT NOSED OVER. THE PLT RPRTD THAT WHEN THE ACFT WAS ON FINAL APCH, HE HAD MOVED THE CARBURETOR HEAT TO OFF. THE TEMP & DEW POINT WERE 43 & 26 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, CONDS WERE CONDUCIVE FOR CARB ICE. EXCEPT FOR SOOT IN THE EXHAUST STACKS & ON THE SPARK PLUGS, NO EVIDENCE OF A PRE-ACDNT MECHANICAL PROBLEM WAS FOUND.

Brief of Accident (Continued)

File No. - 1713

10/12/88

ST PETER, MN

A/C Reg. No. N2081V

Time (Lcl) - 0945 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation LANDING - ABORTED

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
6. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

7. EMERGENCY PROCEDURE - PERFORMED -
8. LANDING GEAR, AXLE - FAILURE, TOTAL

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) 3,5,6

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. - 1650 10/22/88 WYOMING,MN A/C Reg. No. N7063E Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 175A	Eng Make/Model - CONTINENTAL G0-300C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FOREST LAKE,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 130/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 4500 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 - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 339
SE LAND	Months Since - UNK/NR	Make/Model- 141
	Aircraft Type - C-175A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN NORMAL CRUISE FLIGHT, THE AIRCRAFT EXPERIENCED A TOTAL LOSS OF ENGINE POWER. THE PILOT ENTERED A STEEP DESCENT (PILOT ESTIMATED 15 DEGREES NOSE DOWN) TO KEEP THE "ENGINE WINDMILLING" AND ATTEMPTED TO RESTART THE ENGINE. RESTART ATTEMPTS WERE UNSUCCESSFUL. THE PILOT SELECTED AN OPEN FIELD AND EXECUTED AN EMERGENCY LANDING. DURING THE LANDING ROLL THE AIRCRAFT STRUCK A DIRT BANK AND COLLAPSED THE LANDING GEAR. THE FAA INSPECTOR AT THE ACCIDENT SITE ESTIMATED THAT APPROXIMATELY FIVE GALLONS OF FUEL REMAINED IN THE LEFT TANK, AND THE RIGHT TANK CONTAINED ONLY UNUSEABLE FUEL. HE STATED THAT THE REASON THE ENGINE FAILED TO SUCCESSFULLY RESTART WHEN THE PILOT SWITCHED TO THE TANK CONTAINING FUEL WAS BECAUSE THE FUEL LINE TO THE LEFT FUEL TANK WAS UNPORTED.

Brief of Accident (Continued)

File No. - 1650

10/22/88

WYOMING,MN

A/C Reg. No. N7063E

Time (Lcl) - 1400 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

Occurrence #4 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) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1601 10/24/88 MORA,MN

A/C Reg. No. N1162H

Time (Lcl) - 1545 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - AERONCA 15AC
Landing Gear - FLOAT
Max Gross Wt - 2100
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 - NO

-----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 - 15.0 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

OCTOPUS LAKE,CD

Destination

PINE CITY,MN

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,SE SEA

Age - 31

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - C-172M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	449	Last 24 Hrs -	0
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Make/Model-	295	Last 30 Days-	7
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Instrument-	3	Last 90 Days-	32
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER SUSTAINING DAMAGE TO THE RIGHT FRONT FLOAT STRUT DURING A ROUGH WATER DEPARTURE FROM OCTOPUS LAKE IN CANADA, THE PILOT ANTICIPATED A DIFFICULT LANDING WITH THE POSSIBILITY OF FURTHER DAMAGE TO THE AIRCRAFT AND/OR INJURY TO IT'S OCCUPANTS. BECAUSE OF THE DAMAGE, THE PILOT STATED THAT HE ELECTED TO TRY TO LAND ON A LAKE NEAR HIS HOME, RATHER THAN LAND IN NORTHERN MINNESOTA TO CLEAR CUSTOMS AND REFUEL, AS HE HAD ORIGINALLY INTENDED. THIS WAS BEYOND HIS FUEL RANGE, AND, APPROXIMATELY 8 MILES FROM THIS DESTINATION THE ENGINE FAILED DUE TO FUEL EXHAUSTION. THE PILOT MADE AN EMERGENCY LANDING IN AN OPEN FIELD. AS THE AIRCRAFT APPROACHED THE FIELD, THE LEFT WING AND FLOAT STRUCK SOME TREES, THEN IMPACTED THE GROUND AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1601

10/24/88

MORA, MN

A/C Reg. No. N1162H

Time (Lc1) - 1545 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
2. LANDING GEAR, FLOAT ASSEMBLY - FAILURE, PARTIAL

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
5. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1774

3/03/88

VIENNA, MO

A/C Reg. No. N45A

Time (Lcl) - 2205 CST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-MIDWEST EXECUTIVE	DESTROYED									
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	1	Serious	0	Minor	0	None	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass		1		0		0		0
Accident Occurred During	-DESCENT										

-----Aircraft Information-----

Make/Model	- BEECH E18S	Eng Make/Model	- P&W R-985-AN14-B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 10	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SPRINGFIELD, MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	VIENNA, MO	Runway Ident - N/A
Wind Dir/Speed - LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.500 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision - FOG		
Precipitation - FREEZING RAIN		
Condition of Light - NIGHT(DARK)		

-----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 - 5000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 3	Make/Model - 360	Last 30 Days - UNK/NR
	Aircraft Type - E18S	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RCVD A WX BRIEFING BFR STARTING A NGT CARGO OPN IN KNOWN ICING CONDS. BFR THE FLT, A LINE SERVICEMAN NOTICED ICE ON THE ACFT'S WINGS & SUGGESTED ITS REMOVAL, BUT THE PLT DECLINED. APRX 45 MIN AFTER TKOF, THE PLT RPRTD TO ARTCC THAT A DE-ICE BOOT HAD "BLOWN" & HE WAS HAVING DIFFICULTY CTG THE ACFT. HE SAID THE BOOT WAS "GOING BACK AND FORTH" & THAT FULL RGT AILERON WAS REQUIRED TO KEEP THE WINGS LEVEL. ALSO, HE RPRTD A CONTINUOUS LOSS OF ALT & SAID THAT FULL RGT AILERON WOULD NOT KEEP THE ACFT FM TURNING TO THE LEFT. SUBSEQUENTLY, THE ACFT CRASHED ON DESCENDING TERRAIN WHILE IN A SLIGHTLY NOSE DOWN, LEFT WING LOW ATTITUDE. MUCH OF THE ACFT (INCLUDING MUCH OF THE LEFT WING) WAS DEMOLISHED BY IMPACT & FIRE. PROP SLASH MARKS INDCD THE ENGS WERE PROVIDING PWR. MAINT RECORDS HAD NO INFO OF REPLACEMENT, REPAIR OR MODIFICATION OF THE DE-ICE BOOTS IN THE PREV 10 YRS. THE PLT'S WIFE INDCD HE HAD PREVIOUSLY BEEN PRESSURED TO FLY ACFT WITH DISCREPANCIES. SIGMETS GOLF 3 & 4 WARNED OF OCNL SEVERE MIXED ICING IN CLOUDS & PRECIP.

Brief of Accident (Continued)

File No. - 1774

3/03/88

VIENNA, MO

A/C Reg. No. N45A

Time (Lcl) - 2205 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ANTI-ICE/DE-ICE SYSTEM, WING -
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. WING - ICE
4. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - ICING CONDITIONS
6. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
7. COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MANAGEMENT
8. ANTI-ICE/DE-ICE SYSTEM, WING - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Finding(s)

9. LIGHT CONDITION - DARK NIGHT
10. WEATHER CONDITION - LOW CEILING
11. WEATHER CONDITION - FOG
12. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,8

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1752 10/23/88 HARRISONVILLE,MO A/C Reg. No. N42676 Time (Lcl) - 1411 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	1	0	0

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL C-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE
Wind Dir/Speed- 310/015 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - NO	Total - 5000
SE LAND	Months Since - 32	Make/Model- 1000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO FLY IN WINDS THAT WERE GUSTING FROM THE NORTHWEST. HE STATED THAT WHILE TAKING OFF TO THE NORTH, HE WAS MAINTAINING A NORMAL RATE OF CLIMB & AIRSPEED, BUT AT APRX 100 FT AGL, THE ACFT ENCTRD A SUDDEN SEVERE DOWNDRAFT & WAS SLAMMED TO THE GROUND. IT IMPACTED IN A RAVINE APRX 1/4 MI FROM THE TAKEOFF POINT. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. THE PLT HAD NEITHER A CURRENT MEDICAL CERTIFICATE NOR THE REQUIRED BIENNIAL FLT REVIEW. ALSO, THE ACFT DID NOT MEET THE REQUIREMENTS FOR AN ANNUAL INSPN.

Brief of Accident (Continued)

File No. - 1752

10/23/88

HARRISONVILLE,MO

A/C Reg. No. N42676

Time (Lcl) - 1411 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. MAINTENANCE,ANNUAL INSPECTION - NOT OBTAINED - COMPANY/OPERATOR MGMT
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6. WEATHER CONDITION - DOWNDRAFT
7. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,8

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1703 10/08/88 FLORA, MS

A/C Reg. No. N2896J

Time (Lc1) - 1045 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
IN FLIGHT

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA T188C

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4400

No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520-T

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 310 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 9000 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 - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3946

Make/Model- 2900

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- 110

Last 90 Days- 320

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DISPENSING A CHEMICAL LOAD, THE PLT WAS RTRNG TO RE-LOAD WHEN THE ENG BEGAN RUNNING ROUGH. HE SAID HE NOTED THE FUEL FLOW WAS ERRATIC, SO HE TURNED ON THE BOOST PUMP. THE ENG STABILIZED MOMENTARILY, THEN SMOKE ENTERED THE COCKPIT & THE ENG BEGAN SURGING. SUBSEQUENTLY, THE ACFT WAS DAMAGED DRG AN EMERGENCY LANDING ON ROUGH/UNEVEN TERRAIN. THE SHOULDER HARNESS FAILED AS THE ACFT WENT OVER ON ITS NOSE DRG THE LANDING, BUT THE LAP BELT HELD. AFTER THE ACFT CAME TO REST, THE PLT EVACUATED THE PLANE. SUBSEQUENTLY, THE ACFT WAS DESTROYED BY FIRE. AN EXAM REVEALED A HOLE IN THE EXHAUST PIPE ON THE RIGHT SIDE OF THE ENG. THE HOLE WAS NEAR THE EGT PROBE; IT ALLOWED GASES TO BE DIRECTED TOWARD FUEL LINES & ELEC WIRES. THE MODE OF SHOULDER HARNESS FAILURE WAS NOT DETERMINED SINCE IT WAS DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 1703

10/08/88

FLORA,MS

A/C Reg. No. N2896J

Time (Lc1) - 1045 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. EXHAUST SYSTEM,STACK - FAILURE,PARTIAL
2. ENGINE COMPARTMENT - BURNED
3. FUEL SYSTEM,LINE - BURNED

Occurrence #2 FIRE
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. ENGINE COMPARTMENT - FIRE

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #5 NOSE DOWN
Phase of Operation LANDING

Finding(s)

6. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - FAILURE,TOTAL

-----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. - 1701 10/20/88 TUPELO, MS A/C Reg. No. N6877Y Time (Lc1) - 2030 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

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 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 - 090/004 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - 300 FT SCATTERED

Lowest Ceiling - 600 FT OVERCAST

Obstructions to Vision - FOG

Precipitation - DRIZZLE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

TUPELO, MS

Destination

MEMPHIS, TN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 32

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 - 7000

Make/Model - 200

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 OPERATOR HAD APPLIED FOR AN ON-DEMAND/AIR TAXI CERT, BUT HAD NOT OBTAINED APPROVAL. AFTER LVL-OFF ON A FLT TO CARRY CANCELED CHECKS, THE PLT ELECTED TO USE THE REMAINING FUEL FM THE INBD TANKS. HE STATED THAT SOON THEREAFTER, THE LEFT ENG BGN RUNNING ROUGH, SO HE SELECTED THE OTBD MAIN "ON THE LEFT SIDE WITH THE BOOST PUMP ON AND NOTHING HAPPENED." HE SAID HE THEN PSND THE L FUEL SELECTOR TO THE INBD TANK & NORMAL ENG OPN RETURNED, MOMENTARILY. AN IDENTICAL SCENARIO OCCURRED ON THE RGT SIDE. AFTER A DUAL PWR LOSS, THE PLT TRIED TO RTRN BACK TO THE DEP ARPT, BUT WAS UNABLE. HE LNDD IN A FIELD, BUT THE ACFT HIT TREES BEFORE STOPPING. AN EXAM OF THE ACFT REVEALED THE INBD TANKS WERE EMPTY, BUT THE OTBD TANKS WERE FULL OF FUEL. THE PSN OF THE FUEL SELECTORS (WHEN THE ENGS LOST POWER) WAS NOT DETERMINED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND. THE FUEL SELECTOR PANEL WAS ON THE FLOOR BTN THE PLT & COPLT SEATS. DUE TO RE-UPHOLSTERING OF THE SEATS, THE PLT COULD NOT SEE THE PANEL UNLESS HE PULLED THE SEAT CUSHIONS APART.

Brief of Accident (Continued)

File No. - 1701

10/20/88

TUPELO, MS

A/C Reg. No. N6877Y

Time (Lcl) - 2030 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUSELAGE, SEAT - IMPROPER
2. MAINTENANCE, MODIFICATION - IMPROPER -
3. ACFT/EQUIP INADEQUATE, VISUAL RESTRICTION - COMPANY/OPERATOR MANAGEMENT
4. LIGHT CONDITION - DARK NIGHT
5. FLUID, FUEL - STARVATION
6. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

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) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1781 11/19/88 HOLLY SPRINGS,MS A/C Reg. No. N4908F Time (Lcl) - 1838 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	1	3	0

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR

Basic Weather - IMC

Wind Dir/Speed- 090/008 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 700 FT

Lowest Ceiling - 700 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CARROLLTON,GA

Destination
MEMPHIS,TN

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HOLLY SPRINGS

Runway Ident - 18

Runway Lth/Wid - 3200/ 60

Runway Surface - ASPHALT

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 454	Last 24 Hrs	- 4
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Make/Model	- 74	Last 30 Days	- 11
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Instrument	- 123	Last 90 Days	- 21
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Multi-Eng	- 8
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AFTER HE BEGAN A DESCENT FROM 12,000 FT TO 4000 FT, THE ACFT LOST ALL ELECTRICAL POWER DUE TO FAILURE OF THE ALTERNATOR. WHILE APCHG TO LAND AT HOLLY SPRINGS ARPT, THE ACFT ENCTR'D UNFAVORABLE WINDS & TURBULENCE. SUBSEQUENTLY, IT LOST AIRSPEED & ALTITUDE, THEN CRASHED AFTER COLLIDING WITH TREES & POWER LINES. ACCORDING TO THE PLT, THE WIND WAS SHEARING 10 TO 15 KTS.

Brief of Accident (Continued)

File No. - 1781

11/19/88

HOLLY SPRINGS, MS

A/C Reg. No. N4908F

Time (Lcl) - 1838 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL
2. ELECTRICAL SYSTEM - FAILURE, TOTAL

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - TURBULENCE
6. WEATHER CONDITION - WINDSHEAR
7. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
10. OBJECT - TREE(S)
11. OBJECT - WIRE, TRANSMISSION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1761 10/26/88 FORT PECK, MT A/C Reg. No. N7403M Time (Lcl) - 1900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -MANEUVERING			0	0	1
					None
					0
					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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CIRCLE, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	GLASGOW, MT	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 261
SE LAND	Months Since - 61	Last 24 Hrs - 1
	Aircraft Type - C-175	Make/Model- 181
		Last 30 Days- 6
		Instrument- 5
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ENCTRD HVY SNOW AT NIGHT & TURNED BACK TO FIND A NEARBY LANDING STRIP THAT HE WAS FAMILIAR WITH. HE RECOGNIZED A RANCH HOUSE ASSOCIATED WITH THE STRIP, BUT WAS UNABLE TO FIND THE LANDING AREA. HE BEGAN TO CIRCLE IN HOPES THAT SOMEONE WOULD TURN ON THE RWY LIGHTS. DURING A TURN, THE ACFT CRASHED ON RISING TERRAIN WHEN THE RIGHT WING CONTACTED THE GROUND & THE ACFT CARTWHEELED.

Brief of Accident (Continued)

File No. - 1761

10/26/88

FORT PECK, MT

A/C Reg. No. N7403M

Time (Lcl) - 1900 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - SNOW
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. FLIGHT TO ALTERNATE DESTINATION - PERFORMED -
6. TERRAIN CONDITION - RISING
7. 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) 4,7

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. - 1693 12/17/88 HAMMOND,MT A/C Reg. No. N78654 Time (Lcl) - 1500 MST

-----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 -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-11	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - YES-UNK/NR
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 - 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	EKALAKA,MT	FARM FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1242
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - PA-11	Make/Model- 1100
		Last 30 Days- 15
		Instrument- UNK/NR
		Last 90 Days- 39
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT, WHO WAS A VETERINARIAN, LANDED HIS ACFT IN ROUGH, CULTIVATED FARM FLD AT A RANCH IN ORDER TO CONDUCT BUSINESS. UPON COMPLETION OF HIS BUSINESS, THE PLT SELECTED A SMOOTHER AREA IN THE SAME FIELD FOR TAKEOFF. THE AREA WAS SMOOTHER BUT WAS SHORTER AND THE ACFT COLLIDED WITH A FENCE.

Brief of Accident (Continued)

File No. - 1693

12/17/88

HAMMOND, MT

A/C Reg. No. N78654

Time (Lcl) - 1500 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1692 12/23/88 WINNETT, MT A/C Reg. No. N5570H Time (Lcl) - 1300 MST

-----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 -TAKEOFF			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-11	Eng Make/Model - CONTINENTAL C-90-8F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	RYEGATE, MT	FARM STRIP
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 1500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 246
SE LAND	Months Since - 4	Make/Model- 175
	Aircraft Type - C-172	Instrument- 3
		Last 24 Hrs - 10
		Last 30 Days- 75
		Last 90 Days- 150
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS TAKING OFF FROM A FARM STRIP WITH A 10 KT HEAD WIND. THE PLT SAID THE SUN WAS SHINING AT THE TIME OF THE ACDT BUT THERE HAD BEEN SNOW SHOWERS IN THE AREA. HE SAID THE LIFTOFF WAS NORMAL BUT AT ABOUT 15 TO 18 FT AGL THE ACFT STALLED AND CRASHED. AFTER THE ACDT THE PLT FOUND A THIN LAYER OF ICE ON THE WINGS. HE SAID THE SUN PROBABLY MELTED SNOW ON THE WINGS, WHILE THE ACFT WAS PARKED, WHICH THEN FROZE DURING THE TAKEOFF. THE TEMP AT THE TIME OF THE ACDT WAS ESTIMATED TO BE 20-25 DEG F. THE PLT REPORTED HE HAD FLOWN 10 HRS IN THE PRECEDING 24.

Brief of Accident (Continued)

File No. - 1692

12/23/88

WINNETT, MT

A/C Reg. No. N5570H

Time (Lcl) - 1300 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WING - ICE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1637 6/28/88 WHITSETT, NC A/C Reg. No. N2875Y Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 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 AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MEADOWLARK GLIDERPORT
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 320
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE LOST POWER DURING INITIAL CLIMB AT 150 FT AGL. HE ATTEMPTED TO MAKE A 180 DEG TURN BACK TO THE ARPT; THE AIRPLANE CRASHED AT ABOUT THE 180 DEG POINT. POST-CRASH EXAM OF THE ENGINE REVEALED NO EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION. NO EVIDENCE OF FUEL CONTAMINATION WAS FOUND. THE OPERATOR REPORTED THAT THE ACFT WAS STC'D FOR AUTOGAS & WAS FUELED W/ A 50/50 MIX OF AVGAS AND AUTOGAS. HE NOTED THAT HE HAD ADVISED THE PLT JUST PRIOR TO DEPARTURE THAT THE ENGINE WAS PRONE TO CARB ICE AND THAT CONDITIONS WERE FAVORABLE FOR CARB ICE FORMATION. HE SUBSEQUENTLY OBSERVED THAT THE PLT ALLOWED THE ENGINE TO IDLE FOR SEVERAL MINUTES PRIOR TO BEGINNING THE T/O ROLL. EXAM OF ICING PROBABILITY CURVES REVEALED THAT REPORTED WX CONDITIONS WERE FAVORABLE FOR SERIOUS ICING AT GLIDE PWR SETTINGS. FAA ADVISORY CIRCULAR 91-33A NOTES THAT FAA TESTING HAS INDICATED THAT CARB ICE WILL OCCUR FASTER AND AT HIGHER TEMPS W/ AUTOGAS THAN AVGAS.

Brief of Accident (Continued)

File No. - 1637

6/28/88

WHITSETT,NC

A/C Reg. No. N2875Y

Time (Lcl) - 1730 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. MANEUVER - ATTEMPTED -
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 1751	8/02/88	REIDSVILLE, NC	A/C Reg. No. N26045	Time (Lc1) - 1645 EDT
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0

-----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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 020/007 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</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 TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ROCKINGHAM COUNTY-SHILOH</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 5200/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 27</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 - 31</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 31</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 22</td> </tr> <tr> <td>Multi-Eng - 0</td> <td>Rotorcraft - 0</td> </tr> </table>	Total - 31	Last 24 Hrs - 1	Make/Model- 31	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 22	Multi-Eng - 0	Rotorcraft - 0
Total - 31	Last 24 Hrs - 1									
Make/Model- 31	Last 30 Days- UNK/NR									
Instrument- 0	Last 90 Days- 22									
Multi-Eng - 0	Rotorcraft - 0									

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPRTD THAT WHILE LANDING, THE AIRPLANE BEGAN TO VEE TO THE LEFT. SUBSEQUENTLY, IT RAN OFF THE LEFT SIDE OF THE RWY & INTO A DITCH. A CROSSWIND WAS BLOWING FROM THE LEFT AT THE TIME. THE OPERATOR RPRTD THAT TIRE MARKS FROM THE NOSE & RIGHT MAIN GEAR WERE VISIBLE ON THE RWY. THE STUDENT HAD ABOUT 8 HRS OF SOLO EXPERIENCE.

Brief of Accident (Continued)

File No. - 1751

8/02/88

REIDSVILLE, NC

A/C Reg. No. N26045

Time (Lcl) - 1645 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - 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) 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. - 1624

8/21/88

PITTSBORO, NC

A/C Reg. No. N4169W

Time (Lc1) - 0400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Injuries		None
		Serious	Minor	
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
ON GROUND

-----Aircraft Information-----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 5

Eng Make/Model - LYCOMING IO-540-K1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed - 230/004 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 400 FT BROKEN
Obstructions to Vision - FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
N. MYRTLE BEACH, SC
Destination
CHAPEL HILL, NC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HORACE WILLIAMS
Runway Ident - 08
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 26

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 198	Last 24 Hrs	- 2
Make/Model	- 7	Last 30 Days	- 37
Instrument	- 4	Last 90 Days	- 142

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD AN INSTRUMENT PLT ACCOMPANY HIM ON THE FLIGHT TO MYRTLE BEACH IN THE EVENT THE WX REQUIRED IFR FOR THE RETURN FLT. WHEN THEY ARRIVED AT MYRTLE BEACH, THE PLT DECIDED THAT THEY WOULD REMAIN OVERNIGHT. AFTER VISITING SOME NIGHT SPOTS AND DOING SOME DRINKING, THE TWO BECAME SEPARATED AND WENT THEIR OWN WAY. THE PLT DECIDED TO RETURN TO CHAPEL HILL. HE FLEW THE ROUTE AT 8,500 FEET. ARRIVING NEAR HIS DESTINATION, HE CONTACTED RALEIGH/DURHAM (RDU) APCH CONT AND WAS CLEARED TO DESCEND AT PLT'S DISCRETION, BUT WAS TOLD TO MAINTAIN VFR. SUBSEQUENTLY, THE AIRPLANE COLLIDED WITH TREES IN INSTRUMENT METEOROLOGICAL CONDITIONS IN A HIGH SPEED DESCENT. INDEPENDENTLY CONDUCTED TOXICOLOGY TESTS INDICATED BLOOD ALCOHOL LEVELS OF 0.10% AND 0.071%. ON THE PILOT'S APPLICATION FOR A MEDICAL CERTIFICATE HE HAD DENIED ANY RECORD OF TRAFFIC CONVICTIONS OR EXCESSIVE DRINKING HABITS. DURING THE INVESTIGATION IT WAS LEARNED THAT THE PILOT HAD BEEN CONVICTED FOR DWI IN JUNE 1987 AND HAD HAD HIS DRIVER LICENSE SUSPENDED FOR 1 YEAR IN JANUARY 1988.

Brief of Accident (Continued)

File No. - 1624

8/21/88

PITTSBORO, NC

A/C Reg. No. N4169W

Time (Lcl) - 0400 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - CLOUDS
6. WEATHER CONDITION - LOW CEILING
7. WEATHER CONDITION - FOG
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - NORMAL

Finding(s)

9. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
10. SPATIAL DISORIENTATION - PILOT IN COMMAND
11. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,8,9,10

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1621 10/24/88 ADVANCE, NC A/C Reg. No. N5361Z Time (Lcl) - 1030 EDT

-----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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- PIPER PA-22-108	Eng Make/Model	- LYCOMING O-235-C1B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

-----Environment/Operations Information-----

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	TWIN LAKES
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 27
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Clearance	- 2950/ 50
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		Runway Surface
Precipitation	- NONE		- DIRT
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

-----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	- 434
SE LAND	Months Since - 2	Make/Model	- UNK/NR
	Aircraft Type - PA-22	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF CLIMB ENG QUIT THEN RE-STARTED. PIC TURNED TO THE NORTH & ENGINE QUIT AGAIN. PIC STALLED ACFT & CRASHED INTO WHEAT FIELD. ACFT HAD STC FOR AUTO GAS. FUEL IN ACFT HAD WATER & RUST CONTAMINANTS. FUEL LINES HAD DRIED. CARB HAD COMPOSITE FLOAT. THE SPARK PLUGS AND THE CARB THROAT WERE FOUND SOOTED. COMPOSITE FLOATS ARE NO LONGER MADE BY MANUFACTURER & AD REQUIRING THEM HAS BEEN RESCINDED. FAA ADVISORY CIRCULAR, FAA ACCIDENT PREVENTION PROGRAM, PIPER SVC BULLETIN & LYCOMING FLYER ALL POINT OUT LACK OF UNIFORM STANDARDS FOR AUTO GAS & PROBLEM OF INADEQUATE STANDARDS. FAA STATES AUTO GAS ALLOWS CARB ICE AT HIGHER TEMPS.

Brief of Accident (Continued)

File No. - 1621

10/24/88

ADVANCE,NC

A/C Reg. No. N5361Z

Time (Lc1) - 1030 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,CARBURETOR FLOAT - SOAKED
2. MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. MAINTENANCE,ANNUAL INSPECTION - NOT OBTAINED - PILOT IN COMMAND
4. FUEL SYSTEM,FILTER - COLLAPSED
5. FLUID,FUEL - CONTAMINATION
6. FUEL SYSTEM,LINE - DETERIORATED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7

Factor(s) relating to this accident is/are finding(s) 3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1681 11/07/88 GREENSBORO, NC A/C Reg. No. N2358X Time (Lcl) - 1525 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -APPROACH			0	0	2	3

-----Aircraft Information-----

Make/Model - CESSNA 182H	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BURNT CHIMNEY, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GREENSBORO, NC	AIR HARBOR
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2420/ 25
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 83
SE LAND	Months Since - UNK/NR	Make/Model- 6
	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - 0
		Last 24 Hrs - 0
		Last 30 Days- 6
		Last 90 Days- 6
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

PIC WAS ATTEMPTING TO LAND AT UNFAMILIAR AIRPORT WITH NARROW RWY, 25 FEET WIDE, BOUNDED BY TREES. HE DID NOT DETERMINE WIND OTHER THAN ITS GENERAL DIRECTION. CROSSWIND WAS FOUR KNOTS. ON SHORT FINAL, AFTER CROSSING OVER TREES THAT WERE APPROACH OBSTACLES, WITH FULL FLAPS EXTENDED, HE NOTICED THAT THE ACFT WAS DRIFTING TOWARD THE RIGHT BOUNDARY TREES. HE YAWED THE NOSE TO THE LEFT SLIGHTLY. PILOTS MANUAL STATES THAT THE WING DOWN CROSSWIND CORRECTION METHOD GIVES THE BEST CONTROL. JUST BEFORE TOUCHDOWN THE PIC ELECTED TO GO AROUND. THE RIGHT WING STRUCK THE TREES ON THE RIGHT SIDE OF THE RWY. THE PILOT REPORTED THAT TWO OF THE FIVE PAX WERE CHILDREN.

Brief of Accident (Continued)

File No. - 1681

11/07/88

GREENSBORO, NC

A/C Reg. No. N2358X

Time (Lcl) - 1525 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. WEATHER CONDITION - CROSSWIND
3. OBJECT - TREE(S)
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1623	11/30/88	BAKERSVILLE, NC	A/C Reg. No. N9584Y	Time (Lcl) - 1420 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries	
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0
Accident Occurred During -DESCENT			2	0
				Minor
				0
				None
				0

-----Aircraft Information-----

Make/Model - BEECH P35	Eng Make/Model - CONTINENTAL IO-470-N	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3125	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SALLISAW, OK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	GREENSBORO, NC	
Wind Dir/Speed- 230/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1800 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3947
SE LAND, ME LAND	Months Since - 18	Make/Model- 1000
	Aircraft Type - BE-35	Instrument- 414
		Multi-Eng - 1042
		Last 24 Hrs - 0
		Last 30 Days- 22
		Last 90 Days- 123

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE VFR BUSINESS FLIGHT RADAR DATA INDICATED THE ACFT DESCENDED FROM 9,500 TO APPROX. 5,500' MSL WHERE IT COLLIDED WITH A MOUNTAIN. CLOUDS WERE PRESENT IN THE AREA. THERE WERE NO WITNESSES TO THE ACCIDENT. THE WRECKAGE WAS LOCATED BY ELT SIGNAL. THE ACCIDENT OCCURRED ON A DIRECT LINE FROM THE ORIGINATING AIRPORT TO THE DESTINATION AIRPORT. THE AIRPLANE WAS EQUIPPED WITH LORAN. THE FAA REPORTED THAT THERE WERE NO TWO-WAY COMMUNICATIONS ESTABLISHED WITH THE AIRCRAFT PRIOR TO THE DESCENT AND COLLISION. THERE WERE NO INDICATIONS OF PRE-IMPACT MECHANICAL OR STRUCTURAL FAILURE. LOCAL RESIDENTS REPORTED THAT THE MOUNTAINS WERE OBSCURED BY CLOUDS AND RAIN.

Brief of Accident (Continued)

File No. - 1623

11/30/88

BAKERSVILLE, NC

A/C Reg. No. N9584Y

Time (Lc1) - 1420 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT

Finding(s)

4. OBJECT - TREE(S)
 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1778 5/11/88 DALTON, NE A/C Reg. No. N70135 Time (Lcl) - 1315 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	0	1	0	0
Flight Conducted Under - 14 CFR 137	NONE	0	0	0	0
Accident Occurred During - MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	SIDNEY, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- VARIABLE/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 8741
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - C-172	Make/Model - 2500
		Instrument - 96
		Multi-Eng - 104
		Last 30 Days - 48
		Last 90 Days - 93

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS SPRAYING A LARGE FIELD WHICH HAD A POWER LINE ALONG THE NORTH SIDE. ON THE 1ST COUPLE OF PASSES, THE SPRAY EQUIPMENT HAD INTERMITTENT MALFUNCTIONS. AS THE AIRCRAFT APPROACHED THE FIELD FROM NORTH FOR THE 4TH PASS, IT STRUCK THE UPPER CABLE OF THE POWER LINE, THEN CRASHED IN THE FIELD. ACCORDING TO THE PILOT & A WITNESS, THE WINDS WERE VARIABLE WITH WHIRLWIND ACTIVITY IN THE AREA.

Brief of Accident (Continued)

File No. - 1778

5/11/88

DALTON, NE

A/C Reg. No. N70135

Time (Lc1) - 1315 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. SPRAY/DUSTING EQUIPMENT - ERRATIC
3. OBJECT - WIRE, TRANSMISSION
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1690 10/03/88 BARNSTEAD,NH A/C Reg. No. N9569E Time (Lcl) - 1745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	1	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - AERONCA 11AC	Eng Make/Model - CONTINENTAL A65-8	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LOCKE LAKE AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 456
SE LAND,SE SEA	Months Since - 2	Last 24 Hrs - 0
	Aircraft Type - PA-18	Make/Model- 6
		Last 30 Days- 14
		Instrument- UNK/NR
		Last 90 Days- 31
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AERONCA 11AC WAS MANEUVERING DOWNWIND FOR LANDING. THE PILOT MADE A LEFT TURN TOWARDS THE RUNWAY TO TIGHTEN THE PATTERN. WHILE IN CLOSE PROXIMITY TO A HOUSE AND THE RUNWAY, AT A LOW ALTITUDE THE PILOT ELECTED TO MAKE A STEEP LEFT 270 DEGREE TURN, OPPOSITE THE DOWNWIND COURSE. ABOUT HALF WAY INTO THE TURN THE PILOT LOST CONTROL OF THE AIRCRAFT, STALLED AND CRASHED INTO THE SECOND FLOOR OF A HOUSE.

Brief of Accident (Continued)

File No. - 1690

10/03/88

BARNSTEAD, NH

A/C Reg. No. N9569E

Time (Lcl) - 1745 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - RESIDENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1676 2/19/88 HAMILTON TWP.,NJ A/C Reg. No. N27400 Time (Lcl) - 2202 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier -ATLANTIC CITY AIR TAXI	DESTROYED		Fatal	Injuries	
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	2	Serious	Minor
Flight Conducted Under -14 CFR 135	NONE	Pass	1	0	0
Accident Occurred During -APPROACH				0	0
				0	0

-----Aircraft Information-----

Make/Model - PIPER PA-31-325	Eng Make/Model - LYCOMING TIO-540-F2BD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 325 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 160/015 KTS</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 200 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>NORWOOD,MA</p> <p>Destination</p> <p>ATLANTIC CITY,NJ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>ATLANTIC CITY</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 10000/ 180</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1115
SE LAND,ME LAND	Months Since - 1	Make/Model- 135
	Aircraft Type - PA-31	Instrument- 191
		Multi-Eng - 425
		Last 24 Hrs - 6
		Last 30 Days- 62
		Last 90 Days- 218

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DISAPPEARED FROM RADAR AT APPROXIMATELY 1 MILE FINAL ON A NIGHT ILS RWY 13 APPROACH. RADAR DATA INDICATED THAT THE AIRCRAFT COMPLETED ALMOST 180 DEGREES OF TURN PRIOR TO DISAPPEARING. THE AIRCRAFT CRASHED IN A HEAVILY WOODED AREA. NO EVIDENCE OF A PRE-EXISTING FAILURE ON THE ENGINES OR AIRFRAME WAS FOUND. WHEN THE FLYING HISTORY OF THE PILOT WAS EXAMINED, THE HOURS PRESENTED ON HIS RESUME EXCEEDED HIS LOG BOOK AND HIS LOG BOOK HOURS COULD NOT BE TOTALLY VERIFIED. THE CO-PILOT DID NOT HAVE AN INSTRUMENT RATING. THE PILOT THAT PRECEDED THE ACCIDENT AIRCRAFT ON THE APPROACH SAID HE EXPERIENCED MODERATE TURBULENCE, WIND SHEAR AND THAT THE APPROACH LIGHTS WERE VERY DISTRACTING. THE PILOT HAD RECEIVED A WEATHER BRIEFING WHICH INCLUDED WIND SHEAR AND MODERATE TURBULENCE.

Brief of Accident (Continued)

File No. - 1676

2/19/88

HAMILTON TWP., NJ

A/C Reg. No. N27400

Time (Lc1) - 2202 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - WINDSHEAR
3. WEATHER CONDITION - TURBULENCE
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. SPATIAL DISORIENTATION - PILOT IN COMMAND
7. LACK OF TOTAL INSTRUMENT TIME - COPILOT/SECOND PILOT
8. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1638 4/17/88 LINCOLN PARK,NJ A/C Reg. No. N9892K Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TS10-360-FB	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LINCOLN PARK,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LINCOLN PARK
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 19
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2942/ 40
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 435
SE LAND	Months Since - 8	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 157
		Instrument- 6
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF THE AIRCRAFT WAS OBSERVED TO BECOME BRIEFLY AIRBORNE; THEN THE WING DIPPED JUST BEFORE GROUND CONTACT. THE AIRCRAFT CRASHED ABOUT 50 FEET FROM THE DEPARTURE END OF THE RUNWAY AND ABOUT 300 FEET TO THE RIGHT. THE PILOT SAID HE EXPERIENCED A POWER LOSS AND HAD NO RECOLLECTION AFTER THAT. EXAMINATION OF THE ENGINE FAILED TO SHOW EVIDENCE OF A LOSS OF POWER. THE FAA REPORTED THERE WAS A LEFT CROSS WIND AT 10 KNOTS WITH GUSTS TO 20 KNOTS.

Brief of Accident (Continued)

File No. - 1638

4/17/88

LINCOLN PARK,NJ

A/C Reg. No. N9892K

Time (Lcl) - 1645 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1673 10/04/88 RIO RANCHO,NM A/C Reg. No. N4098G Time (Lcl) - 1005 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		SUBSTANTIAL			Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0	1
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- RAVEN RALLY II	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	- 1480	Engine Type	- N/A			
No. of Seats	- UNK/NR	Rated Power	- N/A			

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ALBUQUERQUE,NM</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 - FULL STOP</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 353
	Months Since - 4	Make/Model- 180
FREE BALLOON	Aircraft Type - RALLYII	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 5
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL BALLOON PLT AND ONE PAX WERE PARTICIPATING IN A BALLOON FIESTA. THE ACFT TOOK OFF FROM ALBUQUERQUE, ON A LOCAL FLIGHT IN CALM WINDS. AT ALTITUDE, THE BALLOON ENCOUNTERED SOUTH WINDS THAT CARRIED THE BALLOON TO RIO RANCHO, WHERE A LANDING WAS ATTEMPTED. AT TOUCHDOWN, THE BALLOON BOUNCED BACK INTO THE AIR AND PASSED OVER THE GROUND CREW. THE BALLOON GONDOLA HIT AND KNOCKED DOWN A CINDER BLOCK FENCE. THE GONDOLA THEN HIT A PICTURE WINDOW AND THE WALL OF AN UNOCCUPIED NEW HOME, AND CAME TO REST INSIDE THE HOME.

Brief of Accident (Continued)

File No. - 1673

10/04/88

RIO RANCHO,NM

A/C Reg. No. N4098G

Time (Lc1) - 1005 MDT

Occurrence #1 HARD LANDING
Phase of Operation DESCENT - NORMAL
 1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 2. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)
 3. OBJECT - FENCE
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 5. OBJECT - RESIDENCE

----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. - 1674 10/04/88 ALBUQUERQUE, NM A/C Reg. No. N3678E Time (Lc1) - 0915 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BALLOON WORKS FIREFLY 7	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 1660	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----Environment/Operations Information-----

<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- 020/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ALBUQUERQUE, NM</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 - FULL STOP</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 349
	Months Since - 4	Make/Model- 331
FREE BALLOON	Aircraft Type - FIREFLY	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 31
		Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL BALLOON PLT AND ONE PAX WERE PARTICIPATING IN A BALLOON FIESTA. THE ACFT TOOK OFF FROM ALBUQUERQUE, ON A LOCAL FLIGHT IN LIGHT WINDS. AT ALTITUDE, THE BALLOON ENCOUNTERED EASTERLY WINDS THAT CARRIED THE BALLOON SOUTHWEST OF ALBUQUERQUE, WHERE A LANDING WAS ATTEMPTED. PRIOR TO TOUCHDOWN, THE BALLOON BRUSHED A TREE AND THE PLT ADDED HEAT TO ATTEMPT TO CLIMB. THE BALLOON DID NOT RESPOND FAST ENOUGH AND IT STRUCK THE TERRAIN. THE PAX JUMPED FROM THE BASKET PRIOR TO TOUCHDOWN. AT TOUCHDOWN, THE BALLOON BOUNCED BACK INTO THE AIR AND THE EASTERLY WIND PUSHED THE BALLOON INTO A WALL AND THROUGH THE PICTURE WINDOW OF A RESIDENCE. THE BALLOON CAME TO REST WITH THE ENVELOPE DRAPED OVER THE ROOF, AND THE BASKET INSIDE THE HOME.

Brief of Accident (Continued)

File No. - 1674

10/04/88

ALBUQUERQUE, NM

A/C Reg. No. N3678E

Time (Lcl) - 0915 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. OBJECT - TREE(S)
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ABORTED

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - RESIDENTIAL AREA
6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

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. - 1799 10/07/88 CLOVIS, NM A/C Reg. No. N732QP Time (Lcl) - 0625 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

0

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
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 - IMC
Wind Dir/Speed- 050/005 KTS
Visibility - .125 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 200 FT OVERCAST
Obstructions to Vision- GROUND FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SILVER CITY, NM

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CLOVIS MUNI
Runway Ident - 04
Runway Lth/Wid - 6200/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 492
Last 24 Hrs - 0
Make/Model- 37
Last 30 Days- 7
Instrument- 3
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE DAWN, WITNESSES (WHO WERE PREFLIGHTING AN ACFT) SAW N732QP TAXIING TO RWY 4. THEY HEARD AN ENG RUN-UP; HOWEVER, THEY WERE UNABLE TO SEE THE ACFT TAKEOFF DUE TO HEAVY FOG THAT HAD JUST MOVED OVER THE ARPT. (THE WITNESSES DECIDED TO CANCEL THEIR FLT DUE TO DETERIORATING WX.) SHORTLY AFTER N732QP TOOK OFF, THE WITNESSES HEARD THE ENG SOUND CHANGE TO A HIGH PITCH SCREAM. THIS WAS FOLLOWED BY A THUMP, THEN THERE WAS SILENCE. AFTER THE ACFT, THE VISIBILITY CONTINUED TO DETERIORATE, HAMPERING A SEARCH FOR THE ACFT. AS SOON AS DAWN ARRIVED, THE ACFT WAS FND WHERE IT HAD CRASHED ON ARPT PROPERTY. NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. THE PLT WAS NOT INSTRUMENT RATED. HE HAD RCVD 2.8 HRS OF DUAL INSTRUMENT TRAINING IN THE FALL OF 1981, BUT NO RECORD OF SUBSEQUENT INSTRUMENT FLT TRAINING WAS FND. ONE WITNESS RPRTD THAT AT 0630, THE WX HAD DETERIORATED TO 200' OBSCURED, 1/8 MI VISIBILITY WITH FOG.

Brief of Accident (Continued)

File No. - 1799

10/07/88

CLOVIS, NM

A/C Reg. No. N732QP

Time (Lcl) - 0625 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1694 12/21/88 ELEPHANT BUTTE,NM A/C Reg. No. N751SP Time (Lcl) - 1005 MST

-----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 - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/003 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SOCORRO,NM

Destination

TRUTH OR CONSEQ,NM

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 - 58

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 628	Last 24 Hrs	- 2
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Make/Model-	600	Last 30 Days-	2
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Instrument-	30	Last 90 Days-	6
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A RETURN FLIGHT FROM HAVING MAINTENANCE PERFORMED ON THE ACFT THE PLT EXECUTED A LOW PASS BY HIS HOME WHICH WAS LOCATED ON A POINT OF LAND OVERLOOKING ELEPHANT BUTTE RESERVOIR, NM. DURING THE MANEUVER WHILE IN A STEEP TURN THE LEFT WING STRUCK THE WATER AND SEPARATED FROM THE ACFT. THE ACFT CARTWHEELED AND SANK. WX AT THE TIME WAS VMC WITH THE WATER SURFACE SMOOTH AND GLASSY. ACCORDING TO WITNESSES THIS MANEUVER WAS COMMONLY PERFORMED BY THE PLT ON RETURNING HOME.

Brief of Accident (Continued)

File No. - 1694

12/21/88

ELEPHANT BUTTE, NM

A/C Reg. No. N751SP

Time (Lc1) - 1005 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
2. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1642 4/19/88 WALTON,NY

A/C Reg. No. N366X

Time (Lc1) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - MAULE M-6-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-W1A5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SIDNEY,NY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

FARM FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - 2300 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	101	Last 24 Hrs	-	0
Make/Model	-	22	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	5
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DECIDED TO LAND ON A SOD STRIP. HE BOUNCED ONCE, THEN LOWERED THE NOSE TO KEEP IT ON THE GROUND. THE PROP DUG INTO THE GROUND AND THE AIRCRAFT FLIPPED OVER. THE PILOT REPORTED THAT HE WAS PRACTICING MANUEVERS AND WANTED TO PRACTICE A SOD LANDING.

Brief of Accident (Continued)

File No. - 1642

4/19/88

WALTON, NY

A/C Reg. No. N366X

Time (Lcl) - 2000 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DUSK
 2. 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) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1688 8/12/88 WHITE LAKE, NY A/C Reg. No. N4613Z Time (Lcl) - 1445 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA TU206G
Landing Gear - AMPHIBIAN
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - CONTINENTAL TSIO-520-M
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BALTIMORE, MD

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WHITE LAKE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - WATER
Runway Status - WATER-CALM

-----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 - 6
Aircraft Type - TB-20

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3000	Last 24 Hrs	- UNK/NR
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng -	1000	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLOAT EQUIPPED AIRCRAFT MADE MULTIPLE TAKEOFF ATTEMPTS ON A LAKE, GETTING AIRBORNE AT LEAST ONCE PRIOR TO THE ACCIDENT. ON THE TAKEOFF RUN THAT TERMINATED IN THE ACCIDENT, THE PILOT TURNED INTO AN INLET AFTER GETTING AIRBORNE WITH INSUFFICIENT ROOM TO TURN THE AIRCRAFT AROUND. WITNESSES SAID THE ENGINE SOUNDED GOOD. THE AIRCRAFT STARTED A LEFT TURN AND THE NOSE WAS THEN OBSERVED TO FALL THROUGH THE HORIZON WITH THE AIRCRAFT MAKING CONTACT WITH THE WATER IN A NOSE LOW, LEFT WING LOW ATTITUDE. RESCUERS HAD REMOVED BOTH OCCUPANTS FROM THE SUBMERGED AIRCRAFT WITHIN 5-10 MINUTES AFTER THE ACCIDENT. BOTH OCCUPANTS WERE WEARING SEAT BELTS, HOWEVER, THE SHOULDER HARNESSSES WERE NOT USED. THE AIRCRAFT WAS BETWEEN 80-250 LBS OVER GROSS WT AT TAKEOFF.

Brief of Accident (Continued)

File No. - 1688

8/12/88

WHITE LAKE, NY

A/C Reg. No. N4613Z

Time (Lc1) - 1445 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - WATER

----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. - 1795 7/02/88 ELYRIA, OH A/C Reg. No. N85HT Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - VAN WORMER EMERAUDE SSE-328R	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2003	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	ELYRIA
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3047/ 48
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 2555
ME LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 62
		Instrument- 350
		Multi-Eng - 2219
		Last 30 Days- 4
		Last 90 Days- 10
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE ENG SEEMED TO LOSE POWER AS THE ACFT WAS CLIMBING THRU ABOUT 50 FT AGL AFTER TAKEOFF. SUBSEQUENTLY, THE ACFT SETTLED TO THE GROUND, CROSSED A ROAD & COLLIDED WITH A CHAIN LINK FENCE. IT CAME TO REST ABOUT 150 FT FROM WHERE IT 1ST CONTACTED THE GROUND. ACCORDING TO A WITNESS, THE ACFT WAS AT A HIGH ANGLE OF ATTACK DRG TAKEOFF & APPEARED TO STALL. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FOUND. THE ORIGINAL DESIGN FOR THIS HOME BUILT ACFT WAS FOR FIXED CONVENTIONAL GEAR AND A 72 INCH PROP. HOWEVER, THE ACFT WAS BUILT WITH RETRACTABLE TRICYCLE GEAR, ITS EMPTY WEIGHT WAS INCREASED BY 400 LBS, AND A 64 INCH PROP (WITH A DIFFERENT PITCH) WAS INSTALLED. THE PLT DID NOT HAVE A RATING IN SEL AIRPLANES. HE HAD A BIENNIAL REVIEW IN A C-152 20 MOS BEFORE THE ACFT.

Brief of Accident (Continued)

File No. - 1795

7/02/88

ELYRIA, OH

A/C Reg. No. N85HT

Time (Lcl) - 1400 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

6. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1662 9/07/88 CAMBRIDGE, OH A/C Reg. No. N7118F Time (Lcl) - 1900 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During - LANDING			0	0	0

----Aircraft Information----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CAMBRIDGE, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CAMBRIDGE
Wind Dir/Speed- 060/004 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 18
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 17
		Last 30 Days- 10
		Instrument- 0
		Last 90 Days- 18

Instrument Rating(s) - NONE

----Narrative----

THE PILOT WAS ON A SOLO FLIGHT FOR THE PURPOSE OF PRACTICING TAKEOFFS AND LANDINGS. THE AIRCRAFT DEPARTED THE RIGHT SIDE OF THE RUNWAY AND STRUCK A CULVERT. THE FLIGHT WAS THE PILOT'S SECOND SUPERVISED SOLO.

Brief of Accident (Continued)

File No. - 1662

9/07/88

CAMBRIDGE, OH

A/C Reg. No. N7118F

Time (Lc1) - 1900 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH

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

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. - 1760 9/18/88 CELINA, OH A/C Reg. No. N249Q Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During - TAKEOFF			0	0	0
					1

-----Aircraft Information-----

Make/Model - ENSTROM F28A	Eng Make/Model - LYCOMING HIO-360-C1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 205 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	LAKEFIELD COUNTY
Wind Dir/Speed- 230/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 9000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1645
SE LAND	Months Since - 11	Make/Model- 2
HELICOPTER	Aircraft Type - C-182	Instrument- 28
		Last 24 Hrs - 2
		Last 30 Days- 29
		Last 90 Days- 54
		Rotorcraft - 355

Instrument Rating(s) - NONE

-----Narrative-----

AFTER 2 UNSUCCESSFUL ATTEMPTS TO TAKEOFF, THE PLT/OWNER TRIED A 3RD TAKEOFF IN HIS NEWLY PURCHASED HELICOPTER. HE RPRTD THAT DURING THE FIRST 2 ATTEMPTS TO TAKEOFF, HE COULDN'T SEEM TO GET 100% OF HIS LEFT PEDAL AUTHORITY. SHORTLY AFTER THE HELICOPTER BECAME AIRBORNE ON THE 3RD ATTEMPT, IT TURNED ABRUPTLY TO THE RIGHT, EVEN THOUGH THE PLT HAD THE LEFT PEDAL IN. SUBSEQUENTLY, THE HELICOPTER IMPACTED IN AN ANIMAL PEN AREA. THE PLT RPRTD THAT A NON-QUALIFIED PERSON HAD MADE A TAIL ROTOR PITCH ADJUSTMENT ON THE HELICOPTER PRIOR TO THE ACDNT FLT. THE PLT HAD ONLY 2 HRS OF FLT TIME IN THIS MAKE & MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 1760

9/18/88

CELINA, OH

A/C Reg. No. N249Q

Time (Lcl) - 1630 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - INCORRECT
2. MAINTENANCE, ADJUSTMENT - IMPROPER - UNQUALIFIED PERSON
3. LIFT-OFF - CONTINUED - PILOT IN COMMAND
4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

-----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. - 1796 9/18/88 JACKSON, OH A/C Reg. No. N9053D Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire		Serious	Minor	None	
Type of Operation - PERSONAL		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-22-160	Eng Make/Model - LYCOMING O-320-B2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	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 CHILLICOTHE, OH	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	
Completeness - N/A		Airport Data
Basic Weather - VMC		Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3300 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 75
SE LAND	Months Since - 4	Make/Model- 12
	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 7
		Last 90 Days- 16
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE FLIGHT, THE ENG BEGAN RUNNING ROUGH & WOULD NOT PRODUCE ENOUGH POWER TO MAINTAIN LEVEL FLT. THE PLT SELECTED A PASTURE FOR AN EMERGENCY LANDING. JUST BEFORE LANDING, THE ACFT STRUCK & SEVERED A TRANSMISSION LINE. IT THEN BRUSHED A TREETOP & CRASHED INTO A HAYBALE & A FENCE BEFORE COMING TO REST. AN EXAM OF THE ENG REVEALED THE #3 EXHAUST VALVE HAD FAILED.

Brief of Accident (Continued)

File No. - 1796

9/18/88

JACKSON, OH

A/C Reg. No. N9053D

Time (Lcl) - 1645 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. OBJECT - WIRE, TRANSMISSION
4. OBJECT - TREE(S)

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

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) 1,2

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. - 1657 9/27/88 AKRON,OH A/C Reg. No. N8322C Time (Lcl) - 2105 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAXI			0	0	0	1
						4

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	COLUMBUS,OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	AKRON,OH	AKRON-CARTON
Wind Dir/Speed- 180/016 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6397/ 150
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 261
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - C-172RG	Make/Model- UNK/NR
		Last 30 Days- 19
		Instrument- UNK/NR
		Last 90 Days- 42
		Multi-Eng - 0
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAXIING IN FROM LANDING ON A DARK NIGHT, THE PILOT INADVERTENTLY TAXIED OFF THE PAVEMENT ONTO A GRASSY AREA. WHEN HE REALIZED THAT HE WAS OFF THE PAVEMENT HE MADE AN ATTEMPT TO RETURN TO THE PAVEMENT AND ENCOUNTERED A 20" HOLE. THE MAIN GEAR SANK INTO THE HOLE AND THE WING STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 1657

9/27/88

AKRON, OH

A/C Reg. No. N8322C

Time (Lcl) - 2105 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1631 10/09/88 ASHLAND, OH A/C Reg. No. N49135 Time (Lc1) - 1245 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152II	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BUFFALO, NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MANSFIELD, OH	Runway Ident - N/A
Wind Dir/Speed- 220/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 115
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - C-152	Make/Model- 95
		Last 30 Days- 48
		Instrument- 6
		Last 90 Days- 93

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE ON A CROSS COUNTRY FLIGHT FROM BUFFALO, NEW YORK TO MANSFIELD, OHIO, THE AIRCRAFT EXPERIENCED A TOTAL LOSS OF ENGINE POWER. THE PILOT PERFORMED EMERGENCY PROCEDURES AND EXECUTED A FORCED LANDING IN A FARMER'S OPEN FIELD. THE PILOT STATED THAT THE FIELD WAS SHORTER THAN HE EXPECTED; HE WAS UNABLE TO STOP THE AIRCRAFT IN TIME TO AVOID SOME TREES AT THE END OF THE FIELD. THE PILOT REPORTED THAT HE KNEW THE AIRCRAFT WAS LOW ON FUEL, BUT HE JUDGED THAT HE COULD REACH HIS DESTINATION WITHOUT REFUELLING. POST-ACCIDENT EXAMINATION REVEALED SLIGHTLY MORE THAN 2.5 GALLONS OF FUEL IN THE ENTIRE FUEL SYSTEM. THE AIRCRAFT MANUAL STATES THAT THE UNUSEABLE FUEL ON BOARD THE CESSNA 152 IS 1.75 GALLONS PER SIDE; 3.5 GALLONS TOTAL.

Brief of Accident (Continued)

File No. - 1631

10/09/88

ASHLAND, OH

A/C Reg. No. N49135

Time (Lc1) - 1245 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1695 11/17/88 BATAVIA, OH A/C Reg. No. N4137V Time (Lcl) - 1630 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 170	Eng Make/Model	- CONTINENTAL O-300	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	Last Departure Point	OFF AIRPORT/STRIP
Method	PALMETTO, GA	
Completeness	Destination	Airport Data
Basic Weather	SPRINGFIELD, OH	CLERMONT COUNTY
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 04
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 3732/ 75
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- STRAIGHT-IN	- ASPHALT
Condition of Light	FORCED LANDING	Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 3000
SE LAND, ME LAND, SE SEA	Months Since	Make/Model	- 120
HELICOPTER , GLIDER	Aircraft Type	Instrument	- 120
		Multi-Eng	- 100
		Last 24 Hrs	- 5
		Last 30 Days	- 15
		Last 90 Days	- 15
		Rotorcraft	- 600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ABOUT 3 HOURS AND 20 MINS OF FLIGHT THE PILOT EXPERIENCED A COMPLETE POWER FAILURE. HE ATTEMPTED TO REACH THE CLOSEST AIRPORT, BUT WAS FORCED TO LAND IN A FIELD 3 MILES SHORT. THE PILOT HAD ESTIMATED THAT HE HAD 4 HRS FUEL. AT ABOUT 9 GPH AND 33.5 GALS OF USABLE FUEL THE TOTAL ENDURANCE (ASSUMING PROPER LEANING) IS 3.7 HRS MINUS FUEL FOR T/O, TAXI, AND CLIMB. THE AIRPLANE WAS SERVICED WITH AUTOMOTIVE FUEL. THERE WERE NO MECHANICAL PROBLEMS REPORTED.

Brief of Accident (Continued)

File No. - 1695

11/17/88

BATAVIA, OH

A/C Reg. No. N4137V

Time (Lcl) - 1630 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----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. - 1765 12/08/88 WALBRIDGE, OH A/C Reg. No. N714MK Time (Lcl) - 2000 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - 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 - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	NAPOLEON, OH	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TOLEDO/METCALF
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3665/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 743
SE LAND,ME LAND,SE SEA	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - J3	Make/Model- 253
		Last 30 Days- 6
		Instrument- 110
		Last 90 Days- 18
		Multi-Eng - 37
		Rotorcraft - 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A DUAL INSTRUCTIONAL FLT, THE STUDENT PLT MADE AN APCH TO RWY 22 ON A DARK NIGHT USING THE VASI. ACCORDING TO THE INSTRUCTOR (CFI), THE STUDENT LEVELED THE ACFT APRX 8 TO 10 FT ABOVE THE RWY & ALLOWED THE AIRSPEED TO DECAY. THE CFI WARNED THE STUDENT & EXPECTED HIM TO MAKE A FULL-THROTTLE GO-AROUND. BELIEVING THE ACFT WAS ABOUT TO TOUCH DOWN, THE STUDENT PULLED BACK ON THE YOKE. SUBSEQUENTLY, THE ACFT BALLOONED ABOUT 5 FT HIGHER IN THE AIR. THE CFI SAID HE TOOK CONTROL JUST AS THE LEFT WING STALLED. THE ACFT THEN FELL TO THE RWY, STRIKING THE LEFT WING TIP & NOSE GEAR SIDEWAYS & DAMAGING THE PROP.

Brief of Accident (Continued)

File No. - 1765

12/08/88

WALBRIDGE, OH

A/C Reg. No. N714MK

Time (Lcl) - 2000 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - PREMATURE - DUAL STUDENT
 2. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
 3. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1607 5/12/88 ADA,OK A/C Reg. No. N733OR Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH B55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES/YES
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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	STILLWATER,OK	ADA MUNICIPAL
Wind Dir/Speed- 190/012 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1704
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 0
	Aircraft Type - B-55	Make/Model- 491
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Multi-Eng - 491

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID ALL PRE-FLT PREP WERE NORMAL INCLUDING AN ENG RUN-UP. THE TAKEOFF WAS BEING MADE WITH LIGHT WINDS. AFTER ROLLING ABOUT 300 FT THE ACFT BEGAN A SWERVE TO THE RT WHICH THE PLT PERCEIVED WAS ASSOCIATED WITH A LOSS OF PWR ON THE RT ENG. THE PLT INITIATED AN ABORT AND BEGAN HEAVY BRAKING. THE ACFT CONTINUED IN A RT SWERVE AND DEPARTED THE RT SIDE OF THE RWY. THE FIELD ADJACENT TO THE RWY WAS PLOWED AND WAS ROUGH AND UNEVEN. WHEN THE NOSE WHEEL ENCOUNTERED A 12 IN DEEP FURROW THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. FAA EXAMINED THE WRECKAGE AND COULD NOT FIND ANY EVIDENCE TO EXPLAIN THE REPORTED LOSS OF PWR. THE INSPECTOR SAID LOCKED BRAKE SKID MARKS WERE FOUND ON THE RWY WHICH COULD BE ASSOCIATED WITH THE MAIN GEAR OF THE ACFT ACFT. HE SAID THE SKID MARKS BEGAN OPPOSITE EACH OTHER AND LED TO THE FINAL RESTING PLACE OF THE ACFT.

Brief of Accident (Continued)

File No. - 1607

5/12/88

ADA,OK

A/C Reg. No. N7330R

Time (Lcl) - 1530 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - ABORTED

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1794 11/19/88 OKLAHOMA CITY,OK A/C Reg. No. N6639R Time (Lcl) - 2007 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED	Fatal	1	Serious	0	Minor	0
Type of Operation -PERSONAL	Fire	Crew	1		0		0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1		0		0
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	NORMAN,OK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SPRINGFIELD,MO	WILL ROGERS WORLD
Wind Dir/Speed- 320/015 KTS		Runway Ident - 17R
Visibility - 1.500 SM	ATC/Airspace	Runway Lth/Wid - 9800/ 150
Lowest Sky/Clouds - N/A	Type of Flight Plan - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 700 FT OVERCAST	Type of Clearance - IFR	Runway Status - UNK/NR
Obstructions to Vision- FOG	Type Apch/Lndg - ILS-COMPLETE	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 510
SE LAND	Months Since - 24	Last 24 Hrs - UNK/NR
	Aircraft Type - A-36	Make/Model- 185
		Instrument- 98
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS BRIEFED ON FLT PRCNTS FOR IFR CONDS, TSTMS & OCNL MOD RIME ICING. DRG THE CLIMB, HE TOLD ATC HE WAS HAVING TROUBLE WITH HIS VACUUM & WAS DISORIENTED. ATC CLRD HIM FOR ALTITUDES HE COULD USE & BGN PROVIDING NO-GYRO VECTORS. A WX CHECK REVEALED THERE WERE NO ARPTS WITH VFR CONDS W/I 100 MI. THE PLT ELECTED TO DIVERT FOR AN ILS RWY 17R APCH TO THE WILL ROGERS WORLD ARPT. AS THE FLT CONTD, THE PLT RPRTD HE WAS STARTING TO "PICK UP A LITTLE ICE" & WAS HAVING TROUBLE CLIMBING. WITH ATC ASSIST, HE MADE AN ILS APCH, BUT WAS TOO HI TO MAKE A NORMAL LNDG. HE WAS TOLD TO CLIMB & TURN RGT FOR A MISSED APCH, BUT THE ACFT TURNED LEFT TO AN EASTERLY HDG & CRASH LANDED NEAR THE CENTER OF THE ARPT WITH THE GEAR DWN & FLAPS RETRACTED. THE GEAR COLLAPSED ON IMPACT. THE ACFT SLID 330' & STOPPED ON RWY 17L. IT THEN BURNED, DESTROYING VACUUM HOSES, REGULATOR & MOST OF THE ATTITUDE INDCR, BUT THE VACUUM PUMP WAS STILL OPERABLE. ALTHOUGH THE ACFT BURNED, PIECES OF THICK ICE WERE FND ON THE LEFT WING. THE ACFT WAS NOT EQUIPPED FOR FLT INTO KNOWN ICING CONDS.

Brief of Accident (Continued)

File No. - 1794

11/19/88

OKLAHOMA CITY,OK

A/C Reg. No. N6639R

Time (Lcl) - 2007 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER
2. VACUUM SYSTEM - UNDETERMINED
3. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - INOPERATIVE
4. SPATIAL DISORIENTATION - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - INITIATED -

Occurrence #2 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

6. WEATHER CONDITION - ICING CONDITIONS

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. LIGHT CONDITION - DARK NIGHT
9. WEATHER CONDITION - LOW CEILING
10. WEATHER CONDITION - FOG
11. IFR PROCEDURE - ATTEMPTED -
12. PROPER GLIDEPATH - NOT MAINTAINED -
13. MISSED APPROACH - NOT PERFORMED -
14. PRECAUTIONARY LANDING - ATTEMPTED -
15. LOWERING OF FLAPS - NOT ATTAINED - PILOT IN COMMAND
16. WING - ICE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,16

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,8,9,10,12,15

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1729 12/27/88 COTTAGE GROVE, OR A/C Reg. No. N8403Z Time (Lcl) - 1435 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

Crew

Pass

-----Aircraft Information-----

Make/Model - CESSNA 205
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
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 - IMC

Wind Dir/Speed- UNK/NR

Visibility - 1.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 800 FT BROKEN

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

EUGENE, OR

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 - 39

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 128 Last 24 Hrs - 2

Make/Model- 95 Last 30 Days- 39

Instrument- 1 Last 90 Days- 66

Multi-Eng - 0 Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT TOOK OFF ON A SOLO FLIGHT FROM AN UNCONTROLLED AIRPORT AT COTTAGE GROVE IN MARGINAL WEATHER CONDITIONS. SHORTLY AFTER TAKEOFF, HE TRANSMITTED TO EUGENE TOWER (WHICH WAS APPROXIMATELY 15 MILES NORTH) THAT HE HAD ENCOUNTERED "WHITE-OUT" CONDITIONS. SUBSEQUENTLY, APPROACH CONTROL IDENTIFIED THE AIRCRAFT'S POSITION ON RADAR AND ATTEMPTED TO VECTOR THE AIRCRAFT TO EUGENE AIRPORT. HOWEVER, THE STUDENT WAS UNABLE TO HOLD A HEADING OR ALTITUDE. SUBSEQUENTLY, THE AIRCRAFT ENTERED A STEEP DESCENT AND CRASHED. THE 1450 PST WEATHER AT EUGENE WAS: 2000 FT SCATTERED, 4000 FT OVERCAST WITH 10 MILES VISIBILITY. A PILOT WITNESS ESTIMATED THE WEATHER AT COTTAGE GROVE WAS: 800 FT BROKEN CEILING, VISIBILITY ONE MILE WITH RAIN AND FOG.

Brief of Accident (Continued)

File No. - 1729

12/27/88

COTTAGE GROVE,OR

A/C Reg. No. N8403Z

Time (Lc1) - 1435 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

7. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. SPATIAL DISORIENTATION - PILOT IN COMMAND
9. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1641 4/17/88 SLATINGTON, PA A/C Reg. No. N4893L Time (Lc1) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	READING, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SLATINGTON, PA	SLATINGTON
Wind Dir/Speed- 270/012 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2480/ 170
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1500
SE LAND	Months Since - 30	Make/Model- 1500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED AT SLATINGTON, PENNSYLVANIA DURING STRONG WIND CONDITIONS. WHEN THE PILOT APPLIED BRAKES, A SUDDEN GUST OF WIND LIFTED THE LEFT WING AND PUSHED THE AIRCRAFT OFF THE RIGHT SIDE OF THE RUNWAY DOWN AN EMBANKMENT, AND INTO A TREE STUMP.

Brief of Accident (Continued)

File No. - 1641

4/17/88

SLATINGTON, PA

A/C Reg. No. N4893L

Time (Lc1) - 1200 EDT

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. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1645 4/27/88 BUTLER, PA A/C Reg. No. N47024 Time (Lcl) - 1500 EDT

-----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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH C17B

Landing Gear - TAILWHEEL-RETRACTABLE MAINS

Max Gross Wt - 3165

No. of Seats - 5

Eng Make/Model - JACOBS L4MB

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 200 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 260/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

BUTLER CO.

Runway Ident - 26

Runway Lth/Wid - 3998/ 100

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)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1681 Last 24 Hrs - 1

Make/Model- 10 Last 30 Days- UNK/NR

Instrument- 259 Last 90 Days- 22

Multi-Eng - 341

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING THE AIRPLANE WAS TAXIING ON RUNWAY 08 WHEN IT WENT OFF THE SIDE OF THE RUNWAY AND STRUCK A RUNWAY LIGHT AND TAXI SIGN. WHILE ATTEMPTING TO GET BACK ON THE RUNWAY, THE LEFT GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1645

4/27/88

BUTLER, PA

A/C Reg. No. N47024

Time (Lc1) - 1500 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

4. OBJECT - SIGN
5. OBJECT - RUNWAY LIGHT

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAXI

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) 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. - 1763 11/11/88 LAJAS,PR

A/C Reg. No. N4815F

Time (Lc1) - 1300 AST

-----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	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SANJUAN,PR
Destination
ISLA MONA,PR

Airport Proximity
ON AIRPORT

Airport Data

LAJAS (PVT)
Runway Ident - UNK/NR
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

Wind Dir/Speed- 280/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 61
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1200	Last 24 Hrs	- 5
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FILLED THE FUEL TANKS, MADE THREE TOUCH-&-GO LANDINGS, THEN DEPARTED ON A X-COUNTRY FLT. AFTER APRX 1.5 HRS OF FLT, HE ELECTED TO REVERSE COURSE & LAND AT AN ALTERNATE ARPT SINCE HE HAD INADEQUATE FUEL TO REACH HIS DESTN. REALIZING THE FUEL SUPPLY WAS ALSO INADEQUATE TO REACH THE ALTERNATE, HE THEN ELECTED TO MAKE A PRECAUTIONARY LANDING ON A PVT AIRSTRIP. DURING THE LANDING, THE ACFT COLLIDED WITH A STEEL CABLE SUPPORTED BY A DRUM (ONE OF MANY STRUNG ACROSS THE RWY TO PREVENT UNAUTHORIZED USE). THE HOBBS METER INDICATED THE PLANE HAD BEEN FLOWN 4.5 HRS SINCE REFUELING. THE PLT STATED HE DID NOT PERFORM FUEL CONSUMPTION CALCULATIONS. THE LEFT & RIGHT FUEL TANKS WERE DRAINED & FOUND TO CONTAIN 1.8 & 2.6 GALLONS, RESPECTIVELY. UNUSABLE FUEL FOR EACH TANK WAS ONE GALLON.

Brief of Accident (Continued)

File No. - 1763

11/11/88

LAJAS,PR

A/C Reg. No. N4815F

Time (Lc1) - 1300 AST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
2. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED -
4. OBJECT - WIRE,STATIC
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1622

8/01/88

LAURENS, SC

A/C Reg. No. N8191J

Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-LANDING				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 7

Eng Make/Model - CONTINENTAL LTSIO-360-E
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 090/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREENVILLE, SC
Destination
N. MYRTLE BEACH, SC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

LAURENS COUNTY
Runway Ident - 07
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP, CFI
SE LAND, ME LAND

Age - 33

Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 4207
Make/Model-	254
Instrument-	473
Multi-Eng -	1350
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	108

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT WHEN HE LANDED, EVERYTHING SEEMED NORMAL UNTIL HE WAS LOWERING THE NOSE TO THE RWY DRG THE LANDING ROLL. AT THAT TIME, THE LEFT WING BEGAN TO SETTLE. AT FIRST, HE THOUGHT THE LEFT TIRE WAS GOING FLAT, BUT THE SETTLING CONTINUED. SUBSEQUENTLY, THE ACFT WENT OFF THE LEFT SIDE OF THE RWY & DAMAGED 2 RWY LIGHTS BEFORE SKIDDING TO A STOP. AN EXAM REVEALED THE LEFT MAIN GEAR STRUT HOUSING/TRUNNION HAD FAILED. A METALLURGICAL EXAM REVEALED THE PRESENCE OF FATIGUE IN THE STRUT BARREL.

Brief of Accident (Continued)

File No. - 1622

8/01/88

LAURENS, SC

A/C Reg. No. N8191J

Time (Lc1) - 1800 EDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FATIGUE

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1633 8/03/88 N. MYRTLE BEACH, SC A/C Reg. No. N9692S Time (Lcl) - 1310 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -BANNER-TOW
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - CHAMPION 7GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - UNK/NR

Eng Make/Model - LYCOMING O-320-A25
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 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 - 120/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

GRAND STRAND
Runway Ident - 05
Runway Lth/Wid - 6000/ 100
Runway Surface - ASPHALT
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 - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1852 Last 24 Hrs - 8
Make/Model - 225 Last 30 Days - 126
Instrument - 63 Last 90 Days - 415
Multi-Eng - 63 Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE MADE A LOW PASS OVER THE BANNER STAGING AREA TO DROP A BANNER; THE RELEASE MECHANISM IN THE COCKPIT FAILED TO OPERATE AND THE BANNER REMAINED IN TOW. XWIND CONDITIONS BLEW THE BANNER INTO ANOTHER BANNER ON THE GROUND WHICH WAS AWAITING PICK-UP. THE BANNER-IN-TOW BECAME ENTANGLED IN THE GROUND BANNER AND PULLED IT ALOFT. THE PLT STATED THAT HE THEN ATTEMPTED TO LAND. AT ABOUT 20 FT AGL, HE PULLED THE POWER TO "SAVE (THE) ENGINE"; THE AIRPLANE "QUIT FLYING" AND DROPPED TO THE GROUND. THE MAIN LDG GEAR COLLAPSED ON IMPACT. POST-CRASH EXAM OF THE AIRPLANE BY AN FAA INSPECTOR REVEALED THAT THE BANNER RELEASE CABLE HAD SEPARATED AT A NICOPRESS SPLICE. THE OPERATOR HAD SPLICED ADDITIONAL CABLE TO LENGTHEN THE CABLE WHEN IT WAS INSTALLED IN THIS AIRPLANE.

Brief of Accident (Continued)

File No. - 1633

8/03/88

N. MYRTLE BEACH, SC

A/C Reg. No. N9692S

Time (Lc1) - 1310 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. SIGN TOWING EQUIPMENT - DISABLED
2. MAINTENANCE, MODIFICATION - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

3. WEATHER CONDITION - CROSSWIND
4. SIGN TOWING EQUIPMENT - ENTANGLED
5. PRECAUTIONARY LANDING - ATTEMPTED -
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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. - 1753 11/23/88 FT MILL, SC A/C Reg. No. N6711P Time (Lcl) - 1136 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
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	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 020/007 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 800 FT BROKEN</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>BROOKSVILLE, FL</p> <p>Destination</p> <p>CHARLOTTE, NC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p> <p>FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>CHARLOTTE/DOUGLAS INTL</p> <p>Runway Ident - 36R</p> <p>Runway Lth/Wid - 7845/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 22</p> <p>Aircraft Type - C-310</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2132</p> <p>Make/Model - 32</p> <p>Instrument - 465</p> <p>Multi-Eng - 419</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days - 12</p> <p>Last 90 Days - 32</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO DAYS BEFORE THE ACDNT, THE PLT HAD FUELED THE ACFT TO CAPACITY & FLOWN IT A SHORT DISTANCE TO HIS HOUSE AT A PVT AIRSTRIP. AFTER THE FLT, HE NOTICED FUEL ON THE TOPS OF BOTH WINGS, AFT OF THE FUEL FILLER CAPS. HE WAS AWARE THAT FUEL HAD LEAKED FROM THE THERMOS TYPE FUEL CAPS. DURING THE NEXT FLT, WHEN THE ACFT WAS ON AN ILS APCH TO THE DESTN ARPT, THE ENG LOST POWER FROM FUEL EXHAUSTION. THE PLT DESCENDED BELOW THE CLOUD LAYER & MADE AN EMERGENCY LANDING IN A PEACH ORCHARD, WHERE THE ACFT WAS DAMAGED. THE ACFT HAD FLOWN 3.63 HRS SINCE IT WAS LAST REFUELED. THE PLT RPRTD IT HAD AT LEAST 4.3 HRS OF FUEL ON BOARD AFTER THE LAST REFUELING. HE BELIEVED THAT SOME 5 TO 6 GAL OF FUEL HAD SIPHONED FROM EACH TANK. AD 68-13-03 REQUIRED AN INSPN OF THE FUEL CAPS FOR DRYNESS & HARDNESS AFTER EACH 100 HRS OF FLT. THE LAST ENTRY IN THE LOG FOR COMPLIANCE WITH THIS AD WAS IN 1985 AT APRX 2590 HRS. TOTAL AIRFRAME TIME ON THE DATE OF THE ACDNT WAS 2981 HRS.

Brief of Accident (Continued)

File No. - 1753

11/23/88

FT MILL, SC

A/C Reg. No. N6711P

Time (Lc1) - 1136 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
2. FUEL SYSTEM, CAP - LEAK
3. MAINTENANCE, COMPLIANCE WITH AD - NOT FOLLOWED - OTHER MAINTENANCE PSNL
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. WEATHER CONDITION - LOW CEILING
8. TERRAIN CONDITION - NONE SUITABLE
9. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1679 11/19/88 UNION CITY, TN A/C Reg. No. N27947 Time (Lcl) - 1815 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 - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2D8	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	KNOXVILLE, TN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	EVERETT-STEWART
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 200 FT BROKEN	Type Apch/Lndg - SDF	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
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)
COMMERCIAL	Current - YES	Total - 2742
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - C-172	Make/Model- 835
		Instrument- 559
		Last 30 Days- 22
		Last 90 Days- 43
		Multi-Eng - 2178
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIC MADE TWO SDF APPROACHES. ON THE FIRST APPROACH HE HAD DIFFICULTY SEEING THE RWY LIGHTS. THE ACFT WAS ALIGNED LEFT OF RWY AND A MISSED APPROACH WAS MADE. ON THE SECOND APPROACH THE PIC SAID HE HAD DIFFICULTY PICKING UP ANY RWY LIGHTS. HE LANDED WITH THE NOSE GEAR & LEFT MAIN LANDING GEAR OFF THE LEFT SIDE OF THE RWY. THE ACFT TOUCHED DOWN WHEN THE PILOT THOUGHT THAT HE WAS STILL 15 FEET ABOVE RWY. RAIN OBSCURED THE WINDSHIELD. NO APPROACH LIGHTS WERE INSTALLED AT THE AIRPORT. THE RWY LIGHTS WOULD TRIP THE CB IF SET ABOVE 10% ILLUMINATION; PIC WAS AWARE OF THIS PROBLEM. THE AIRPORT WAS THE PIC'S HOME BASE AND NEXT NEAREST AIRPORT WAS 30 NM SW.

Brief of Accident (Continued)

File No. - 1679

11/19/88

UNION CITY, TN

A/C Reg. No. N27947

Time (Lcl) - 1815 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, INSTRUMENT APPROACH LIGHTS - UNAVAILABLE
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - LOSS(PARTIAL)
3. FACILITY, INADEQUATE EXTERNAL LIGHTING - AIRPORT PERSONNEL
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - LOW CEILING
7. LIGHT CONDITION - DARK NIGHT
8. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND
9. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 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) 4,8

Factor(s) relating to this accident is/are finding(s) 2,3,5,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1629 2/14/88 MAUD, TX

A/C Reg. No. N9319T

Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/018 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

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)

NONE

Age - 58

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- 0

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOOK OFF FROM A 1800 FT PRIVATE, TURF, STRIP. THE TAKEOFF WAS TO THE SW AND THE WIND WAS STRONG AND GUSTY FROM THE NW. THERE ARE TREES ALONG THE RIGHT OR UPWIND SIDE OF THE RWY. SHORTLY AFTER TAKEOFF, THE ACFT ENCOUNTERED TURBULENCE AND COLLIDED WITH A TREE OFF THE END OF THE RWY. THE PLT HAS NEVER HELD A LICENSE OR MEDICAL CERTIFICATE. THE PILOT DID NOT COMPLETE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 1629

2/14/88

MAUD, TX

A/C Reg. No. N9319T

Time (Lcl) - 1700 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - TURBULENCE
3. STALL - INADVERTENT - UNQUALIFIED PERSON
4. INADEQUATE TRAINING - UNQUALIFIED PERSON

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1628 2/21/88 FORT WORTH, TX

A/C Reg. No. N3524P

Time (Lc1) - 1100 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 -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-22-150

Eng Make/Model - LYCOMING O-320-B

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1840

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 230/013 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WEATHERFORD, TX

Destination

ROANOKE, TX

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, CFI

SE LAND, ME LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1347

Make/Model - 12

Instrument - 126

Multi-Eng - 625

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS CRUISING AT 2,000 FT MSL WHEN THE ENG LOST PWR. THE STUDENT PLT CHANGED FUEL TANKS AND THE ENGINE REGAINED PWR FOR ABOUT 20 SEC THEN AGAIN LOST PWR. DURING THE FORCED LANDING THE ACFT COLLIDED WITH A FENCE AND NOSED OVER. EXAMINATION OF THE ENG BY AN FAA INSPECTOR REVEALED THAT THE CARBURETOR FLOAT, WHICH WAS MADE OF COMPOSITE MATERIAL, RUBBED AGAINST THE SIDE OF THE CARB BOWL AND FUEL TO THE ENG WAS CUT OFF.

Brief of Accident (Continued)

File No. - 1628

2/21/88

FORT WORTH, TX

A/C Reg. No. N3524P

Time (Lcl) - 1100 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, CARBURETOR FLOAT - MOVEMENT RESTRICTED
2. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - 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. - 1626 2/23/88 SAN BENITO, TX A/C Reg. No. N24447 Time (Lcl) - 1510 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- NO -N/A
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-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/004 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 40px;">TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SAN BENITO EXEC</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 3200/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 16	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 19	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 19	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS MAKING A TOUCH AND GO ON HIS SECOND SOLO FLT. AFTER THE FLAPS WERE RETRACTED AND THE POWER WAS INCREASED, THE ACFT VEERED TO THE RIGHT AND HIT A RUNWAY LIGHT. THE ACFT THEN CONTINUED INTO THE DIRT BESIDE THE RUNWAY WHERE THE NOSE GEAR BROKE AND THE ACFT STOPPED.

Brief of Accident (Continued)

File No. - 1626

2/23/88

SAN BENITO, TX

A/C Reg. No. N24447

Time (Lc1) - 1510 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. OBJECT - RUNWAY LIGHT
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1627 2/23/88 FABENS, TX

A/C Reg. No. N5542Z

Time (Lcl) - 1045 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-22-108
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1800
No. of Seats - 4

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 - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 140/007 KTS
Visibility - 40.0 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
EL PASO, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 387 Last 24 Hrs - 5
Make/Model- 223 Last 30 Days- UNK/NR
Instrument- 8 Last 90 Days- 109

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENG RAN ROUGH ON A PREVIOUS FLT AND HE REMOVED, CLEANED, AND REPLACED THE SPARK PLUGS. HE THEN TOOK OFF AND AT A POINT SEVEN MILES FROM THE DEPARTURE ARPT, THE ENG AGAIN BEGAN TO RUN ROUGH AND INTERMITTENTLY. AN EMERGENCY LANDING BECAME NECESSARY AND DURING THE LANDING IN ROUGH TERRAIN, THE NOSE GEAR BROKE, RESULTING IN DAMAGE TO THE FUSELAGE. AN FAA INSPECTOR EXAMINED THE WRECKAGE AND DID NOT FIND ANY EVIDENCE TO EXPLAIN THE REPORTED POWER LOSS. IN HIS REPORT OF THE ACCIDENT, THE PLT STATES THAT RUBBER PARTICLES, POSSIBLY FROM FUEL LINES, WERE FOUND IN THE FUEL. THE ACFT WAS BEING OPERATED ON AUTO FUEL.

Brief of Accident (Continued)

File No. - 1627

2/23/88

FABENS, TX

A/C Reg. No. N5542Z

Time (Lc1) - 1045 MST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL
1. FLUID, FUEL - CONTAMINATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
2. LANDING GEAR, NOSE GEAR - OVERLOAD
3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1682 2/27/88 HENDERSON, TX A/C Reg. No. N5522G Time (Lcl) - 1745 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		Other	0	0	0
			1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150J	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WHITEHOUSE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RUSK COUNTY
Wind Dir/Speed- 290/004 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DUSK		

-----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,CFI	Current - YES	Total - 5000
SE LAND	Months Since - 2	Make/Model- 3600
	Aircraft Type - UNK/NR	Instrument- 85
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days - 4
		Last 90 Days - 149
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA HAD JUST ROLLED OUT ON BASE ON 3RD OR 4TH TOUCH AND GO WHEN IT COLLIDED WITH A BIPLANE THAT WAS NOT IN THE TRAFFIC PATTERN. COLLISION OCCURRED BETWEEN THE OUTER PANEL OF THE LEFT UPPER WING OF THE BIPLANE AND THE RT SIDE OF THE ENG COWLING OF THE CESSNA. NEITHER PLT IN THE CESSNA SAW THE BIPLANE PRIOR TO IMPACT AND THE EVIDENCE INDICATED THAT EVASIVE ACTION WAS NOT TAKEN BY EITHER ACFT. FOLLOWING IMPACT, THE CESSNA LANDED AT THE ARPT WITH A DAMAGED NOSE GEAR THAT COLLAPSED ON TOUCHDOWN. THE LEFT UPPER WING OF THE BIPLANE SEPARATED AND THE AIRCRAFT ENTERED A SPIRAL FROM WHICH THE PLT DID NOT RECOVER. THE CESSNA WAS HEADING DIRECTLY INTO THE SETTING SUN. VFR CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1682

2/27/88

HENDERSON, TX

A/C Reg. No. N5522G

Time (Lc1) - 1745 CST

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. LIGHT CONDITION - DUSK
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. LIGHT CONDITION - SUNGLARE
5. VFR PROCEDURES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT

Occurrence #2 NOSE 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) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1682 2/27/88 HENDERSON, TX A/C Reg. No. N5554 Time (Lcl) - 1745 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew 1	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND		Pass 0	0	0	0
Accident Occurred During	-DESCENT			Other 0	0	0	2

-----Aircraft Information-----

Make/Model - BUNCH EAA BIPLANE P2-M	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 125 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- 290/004 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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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 - 51</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 650</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA HAD JUST ROLLED OUT ON BASE ON 3RD OR 4TH TOUCH GO WHEN IT COLLIDED WITH A BIPLANE THAT WAS NOT IN THE TRAFFIC PATTERN. COLLISION OCCURRED BETWEEN THE OUTER PANEL OF THE LEFT UPPER WING OF THE BIPLANE AND THE RT SIDE OF THE ENG COWLING OF THE CESSNA. NEITHER PLT IN THE CESSNA SAW THE BIPLANE PRIOR TO IMPACT AND THE EVIDENCE INDICATED THAT EVASIVE ACTION WAS NOT TAKEN BY EITHER ACFT. FOLLOWING IMPACT, THE CESSNA LANDED AT THE ARPT WITH A DAMAGED NOSE GEAR THAT COLLAPSED ON TOUCHDOWN. THE LEFT UPPER WING OF THE BIPLANE SEPARATED AND THE AIRCRAFT ENTERED A SPIRAL FROM WHICH THE PLT DID NOT RECOVER. THE CESSNA WAS HEADING DIRECTLY INTO THE SETTING SUN. VFR CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1682

2/27/88

HENDERSON, TX

A/C Reg. No. N5554

Time (Lc1) - 1745 CST

Occurrence #1 MIDAIR COLLISION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. LIGHT CONDITION - DUSK
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. LIGHT CONDITION - SUNGLARE
 4. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND
 5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - NORMAL

Finding(s)

6. WING - SEPARATION
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1625

3/12/88

LA PORTE, TX

A/C Reg. No. N31441

Time (Lcl) - 1705 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0
0	0	1	1

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

0

2

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -TAXI

Other

0

0

1

1

-----Aircraft Information-----

Make/Model - AEROTEK PITTS S-2A

Eng Make/Model - LYCOMING AEIO-360-H1A

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1500

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 2

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 12.0 SM

Lowest Sky/Clouds - 2800 FT SCATTERED

Lowest Ceiling - 4000 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
ON AIRPORT

Airport Data

LA PORTE MUNI

Runway Ident - 30

Runway Lth/Wid - 3500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Age - 33

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - YES

Total - 1025

Last 24 Hrs - 3

SE LAND

Months Since - 18

Make/Model- 52

Last 30 Days- UNK/NR

Aircraft Type - BE-35

Instrument- 103

Last 90 Days- 35

Multi-Eng - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PITTS S-2A TAXIING FROM LANDING COLLIDED WITH A CESSNA 150 THAT WAS STOPPED ON THE TAXIWAY WAITING AS #2 FOR TAKEOFF. THE PITTS CFI SAID THE DUAL STUDENT, A PRIVATE PLT, WAS TAXIING THE PITTS FROM THE REAR SEAT. THE CESSNA WAS SEEN BY THE PITTS PLTS DURING "S" TURNS AS THE PITTS APPROACHED IT FROM BEHIND. A THIRD ACFT WAS IN FRONT OF THE CESSNA ON THE TAXIWAY AND WAS NOT SEEN BY THE PITTS PLTS. THE THIRD ACFT ANNOUNCED ON THE UNICOM FREQ THAT IT WAS TAXIING ONTO THE RWY FOR TAKEOFF AND THE PITTS PLTS THOUGHT THE CALL WAS MADE BY THE CESSNA. THEY CONTINUED TO TAXI, THINKING THE CESSNA HAD MOVED ONTO THE RWY, AND THE PROP OF THE PITTS STRUCK THE EMPENNAGE OF THE CESSNA.

Brief of Accident (Continued)

File No. - 1625

3/12/88

LA PORTE, TX

A/C Reg. No. N31441

Time (Lc1) - 1705 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1625 3/12/88 LA PORTE, TX A/C Reg. No. N7806Z Time (Lcl) - 1705 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	1
Pass		0	0	0	0
Other		0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 150C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 12.0 SM
Lowest Sky/Clouds - 2800 FT SCATTERED
Lowest Ceiling - 4000 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
ON AIRPORT

Airport Data

LA PORTE MUNI
Runway Ident - 30
Runway Lth/Wid - 3500/ 75
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
HELICOPTER ,GLIDER

Age - 37

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7700	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,HELICOPTER

-----Narrative-----

A PITTS S-2A TAXING FROM LANDING COLLIDED WITH A CESSNA 150 THAT WAS STOPPED ON THE TAXIWAY WAITING AS #2 FOR TAKEOFF. THE PITTS CFI SAID THE DUEL STUDENT, A PRIVATE PLT, WAS TAXING THE PITTS FROM THE REAR SEAT. THE CESSNA WAS SEEN BY THE PITTS PLTS DURING "S" TURNS AS THE PITTS APPROACHED IT FROM BEHIND. A THIRD ACFT WAS IN FRONT OF THE CESSNA ON THE TAXIWAY AND WAS NOT SEEN BY THE PITTS PLTS. THE THIRD ACFT ANNOUNCED ON THE UNICOM FREQ THAT IT WAS TAXING ONTO THE RWY FOR TAKEOFF AND THE PITTS PLTS THOUGHT THE CALL WAS MADE BY THE CESSNA. THEY CONTINUED TO TAXI, THINKING THE CESSNA HAD MOVED ONTO THE RWY, AND THE PROP OF THE PITTS STRUCK THE EMPENNAGE OF THE CESSNA.

Brief of Accident (Continued)

File No. - 1625

3/12/88

LA PORTE, TX

A/C Reg. No. N7806Z

Time (Lc1) - 1705 CST

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1611

4/03/88

LEONA, TX

A/C Reg. No. N8775U

Time (Lcl) - 1420 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

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

GALVESTON, TX

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 18
Runway Lth/Wid - 3400
Runway Surface - DIRT
Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
GO AROUND

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 185 Last 24 Hrs - 2

Make/Model- 155 Last 30 Days- UNK/NR

Instrument- UNK/NR Last 90 Days- 50

Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PLANNED HIS APCH TO LAND ABOUT 1000 FT DOWN THE 3400 FT DIRT RWY BECAUSE THE FIRST 1000 FT WAS WET AND SOFT. THE LAST 400 FT WAS ALSO WET AND SOFT. THE WIND WAS CALM AND THE APCH SPEED WAS HIGH. DURING THE FLARE, THE ACFT BALLOONED AND FLOATED PAST THE INTENDED TOUCHDOWN PT. THE PLT THEN DECIDED THE ACFT WAS TOO FAR DOWN THE RWY FOR A SAFE LANDING AND EXECUTED A GO-AROUND. HE HAD EXTENDED THE FLAPS TO MORE THAN 30 DEG AND ON THIS ACFT THE FLAP SWITCH IS SPRING LOADED TO THE OFF POSITION. HE ALSO USED CARB HEAT DURING THE APCH AND DID NOT TURN IT OFF DURING THE GO-AROUND. THE ACFT ACCELERATED SLOWLY AND WHEN THE NOSE WAS RAISED TO CLEAR 50 FT TREES OFF THE END OF THE PRIVATE STRIP, THE ACFT MUSHED INTO THE TREES.

Brief of Accident (Continued)

File No. - 1611

4/03/88

LEONA, TX

A/C Reg. No. N8775U

Time (Lc1) - 1420 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

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. - 1612 5/08/88 SOUR LAKE, TX A/C Reg. No. N3853V Time (Lcl) - 2120 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 0	1	0	0
Accident Occurred During	-CRUISE	NONE	Pass 0	1	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 170	Eng Make/Model	- CONTINENTAL C-145	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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - UNK/NR</p> <p>Wind Dir/Speed- 160/012 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 1200 FT OVERCAST</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">TOMBALL, TX</p> <p>Destination</p> <p style="text-align: center;">BEAUMONT, TX</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="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----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 - 122
SE LAND	Months Since - 4	Make/Model- 31
	Aircraft Type - UNK/NR	Instrument- 2
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 22
		Last 90 Days- 33
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK TREES AND THE GRND DURING A NIGHT CROSS COUNTRY IN MARGINAL WEATHER. THE NON-INSTRUMENT RATED PVT PLT STATED THAT HE WAS FLYING IN CRUISE FLT AT 1250' MSL WHEN HE HIT TREES. THE CLOSEST WX STATION RECORDED 1200 OVERCAST WITH 5 MILES VISIBILITY, TEMP 74, DEW PT 70. THE AREA OF THE ACCIDENT SITE WAS SPARSELY POPULATED AND KNOWN TO DEVELOP FOG AND RAGGED CEILINGS DURING SIMILAR CONDITIONS. THE ACFT SITE ELV WAS 15' AND THE TREES WERE 60-100' TALL. PLT RPTD THAT HIS ALTIMETER MALFUNCTIONED, HOWEVER, POST-ACCIDENT EXAMINATION AND TESTING DID NO REVEAL ANY FAILURE OR MALFUNCTION IN THE LOWER ALTITUDES. ALTIMETER WAS LAST CALIBRATED AND TESTED 17 YRS PRIOR TO THE ACCIDENT. THE SURVIVORS WERE LOCATED ABOUT 16 HRS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1612

5/08/88

SOUR LAKE, TX

A/C Reg. No. N3853V

Time (Lcl) - 2120 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

6. OBJECT - TREE(S)
7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. LIGHT CONDITION - DARK NIGHT

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) 3,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1754 5/24/88 SAN ANGELO, TX A/C Reg. No. N73AT Time (Lcl) - 1419 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
1
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 320-F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL TSIO-520-E
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 030/004 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - ILS-COMPLETE
TOUCH AND GO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SAN ANGELO/MATHIS
Runway Ident - 03
Runway Lth/Wid - 5939/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - PA-42

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 6738 Last 24 Hrs - 2
Make/Model- 76 Last 30 Days- UNK/NR
Instrument- 1412 Last 90 Days- 128
Multi-Eng - 4972

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG FAM FLT, CFI NOTED FUEL QUANTITY LOW WITH SELECTORS ON AUX FUEL TANKS. DRG ARC TO ILS APCH, CFI ALLOWED THE RT ENG TO FAIL DUE TO FUEL STARVATION. CFI SELECTED MAIN TKS AND OBTAINED RESTART. APCH WAS CONT TO A TOUCH AND GO LNDG PERFORMED BY THE ATP PLT RECEIVING INSTRUCTION IN THE LT SEAT. AS PWR WAS ADDED, THE ACFT DRIFTED TO THE RT, DESPITE THE USE OF FULL LT RUDDER. THE CFI DID NOT ABORT THE TKOF BECAUSE HE THOUGHT SWERVE WAS EITHER PLT INDUCED OR DUE TO ASSYMETRICAL PWR FROM MISMATCHED THROTTLE CONTROLS. NEAR THE RT EDGE OF THE RWY THE CFI TOOK CONTROL AND ROTATED. HE RPTD THAT ROTATION OCCURRED AT 96 MPH AND THAT HE EXPERIENCED LT ROLLING FORCES IMMEDIATELY AFTER BECOMING AIRBORNE. THE LT SEAT PLT RPTD THE SPEED TO BE 80 TO 90 MPH. THE CFI FEATHERED THE LT PROP SHORTLY BEFORE IMPACT IN A LAKE. THE RT ENG TEST RAN SUCCESSFULLY. THE LT ENG WAS DISASSEMBLED REVEALING NO MALFNS. RT PROP DISASSEMBLY INDICATED LITTLE PWR AT IMPACT. THE LT SEAT PLT SAID THERE WAS NO FORMAL PRE-BRIEF AND THAT THE FUEL SYSTEM WAS NEVER EXPLAINED TO HIM.

Brief of Accident (Continued)

File No. - 1754

5/24/88

SAN ANGELO, TX

A/C Reg. No. N73AT

Time (Lcl) - 1419 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. 1 ENGINE -
2. FLUID, FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND(CFI)
4. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND(CFI)
5. CREW/GROUP BRIEFING - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. 1 ENGINE -
7. TOUCH-AND-GO - INITIATED - DUAL STUDENT
8. IGNITION SYSTEM, SPARK PLUG - FOULED
9. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND(CFI)
10. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
11. INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND(CFI)
12. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
13. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

14. WRONG PROPELLER FEATHERED - INADVERTENT - PILOT IN COMMAND(CFI)
15. STALL - INADVERTENT - PILOT IN COMMAND(CFI)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

16. TERRAIN CONDITION - WATER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,12,13,15

Factor(s) relating to this accident is/are finding(s) 2,3,5,9,11,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1606 6/06/88 COLLEGE PORT, TX A/C Reg. No. N6615Q Time (Lcl) - 1530 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 - TAKEOFF					

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B	Eng Make/Model - P & W R-985-14B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AG STRIP
Wind Dir/Speed- VARIABLE/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
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 - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4200
SE LAND	Months Since - 18	Make/Model- 500
	Aircraft Type - PA-11	Instrument- 25
		Multi-Eng - 0
		Last 24 Hrs - 5
		Last 30 Days- 150
		Last 90 Days- 350
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT EXECUTED AN OFF-ARPT LANDING FOLLOWING TAKEOFF FROM A WET SOD STRIP ON AN AG FLT. THE PLT STATED THAT HE WAS TAKING OFF TO THE NORTH AND THAT DURING THE T/O ROLL THE WIND SHIFTED TO OUT OF THE SOUTH. HE FURTHER STATED THAT HE DID NOT FEEL THAT THE ACFT WOULD GAIN SUFFICIENT A/S AND ALT TO CLEAR A SILO, FUEL TANKS, AND POWERLINES LOCATED AT THE NORTH END OF THE STRIP. HE ELECTED TO LIFT OFF EARLY AND IMMEDIATELY TURNED LEFT TO AVOID THE OBSTACLES. THE ACFT SUBSEQUENTLY SETTLED BACK TO THE GRND IN A FIELD ADJACENT TO THE STRIP AND SHORTLY AFTER TOUCHDOWN THE MAIN GEAR DUG INTO THE SOFT TERRAIN AND THE ACFT FLIPPED OVER. THERE WAS NO EVIDENCE FOUND OF MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1606

6/06/88

COLLEGE PORT, TX

A/C Reg. No. N6615Q

Time (Lcl) - 1530 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

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

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. - 1619 8/24/88 BUSHLAND, TX A/C Reg. No. N5351M Time (Lcl) - 1014 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	NONE	Pass	1	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	AMARILLO, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 270/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 2400
SE LAND	Months Since	Make/Model	- UNK/NR
	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 50
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THERE WERE NO WITNESSES TO THIS ACCIDENT. THE AIRPLANE IMPACTED THE TERRAIN AT HIGH SPEED, IN A NEAR WINGS LEVEL, 75 DEGREE NOSE DOWN ATTITUDE. NO PREIMPACT PROBLEMS WERE FOUND WITH THE AIRPLANE OR POWERPLANT. AIRPLANE WAS OVER WEIGHT AND HAD AN AFT CG AT TAKEOFF AND AT THE TIME OF THE ACCIDENT. THE ACFT CRASHED IN AN OPEN CULTIVATED FIELD. ONE WITNESS REPORTED HEARING THE AIRPLANE FLYING BACK AND FORTH IN THE AGRICULTURAL AREA.

Brief of Accident (Continued)

File No. - 1619

8/24/88

BUSHLAND, TX

A/C Reg. No. N5351M

Time (Lc1) - 1014 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. PULL-UP - DELAYED - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1740 9/01/88 SPICEWOOD, TX A/C Reg. No. N3163E Time (Lcl) - 1635 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182R
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOUSTON, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

AUSTIN AIR PARK
Runway Ident - 35
Runway Lth/Wid - 3000/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 62
Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - C-182R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1007	Last 24 Hrs	- 1
Make/Model-	934	Last 30 Days-	15
Instrument-	213	Last 90 Days-	31
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THE WINDSOCK INDICATED THE WIND WAS FROM THE NORTHEAST; HOWEVER, WITNESSES SAID THE WINDS WERE FROM THE SOUTH & THE ACFT LANDED DOWNWIND. THE PLT SAID HE WENT AROUND AFTER THE 1ST APCH, & ON THE NEXT PATTERN, HE MADE A LOWER FINAL APCH. HE SAID THAT SHORTLY AFTER CROSSING THE THRESHOLD, THE ACFT WAS SLAPPED FORCEFULLY TO THE GND, THEN IT LIFTED OFF AGAIN & HE CORRECTED FOR A STRONG X-WIND FROM THE RIGHT. RPRTDLY, THE AIRPLANE WENT LEFT, THEN RIGHT, & SUBSEQUENTLY, THE LEFT WING OF HIS ACFT SHEARED OFF THE EMPENNAGE OF A CESSNA 210 PARKED NEAR THE DEPARTURE END OF THE RWY. THE NOSEWHEEL OF THE MOVING ACFT (N3163E) CAME OFF, ITS NOSE STRUT DUG IN THE TERRAIN & THE ACFT NOSED OVER. WITNESSES SAID THE ACFT TOUCHED DOWN IN WHAT LOOKED TO BE THE LAST 1000 FT OF THE RWY. APRX 24 MI WEST AT AUSTIN, TX, THE WIND WAS RPRTD TO BE FROM 080 DEG AT 11 GUSTING 16 KTS WITH TOWERING CUMULUS CLOUDS MOVING WEST.

Brief of Accident (Continued)

File No. - 1740

9/01/88

SPICEWOOD, TX

A/C Reg. No. N3163E

Time (Lcl) - 1635 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - AIRCRAFT PARKED

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1745 9/03/88 CARTHAGE, TX A/C Reg. No. N83874 Time (Lcl) - 2348 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

2

3

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-34-220T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-360-KB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

STARKVILLE, MS

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - VISUAL

TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PANOLA COUNTY-SHARPE

Runway Ident - 35

Runway Lth/Wid - 3200/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP

SE LAND, ME LAND

Age - 62

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 12000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 50

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A NIGHT ARRIVAL, THE PLT RPRTD HE COULD MAKE A VISUAL APCH. AT 2341:37 CDT, THE ARTCC CONTROLLER INFORMED HIM THE DESTN ARPT WAS STRAIGHT AHEAD AT 12 MI & REQUESTED THAT HE RPRT WHEN THE ARPT WAS IN SIGHT. AT 2343:30, HE RPRTD THE RWY IN SIGHT & THE CONTROLLER CLEARED HIM FOR A VISUAL APCH. THE FINAL PORTIONS OF THE FLT WERE BELOW THE ALT FOR RADAR COVERAGE. SUBSEQUENTLY, THE ACFT CRASHED IN A WOODED AREA, AT A LOCATION & ON A HEADING THAT WOULD APPROXIMATE A LEFT BASE LEG FOR RWY 35. HOWEVER, INITIAL IMPACT WAS WITH TREES WHILE IN A STEEP RIGHT BANK. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DRG THE INVESTIGATION. ALTHOUGH OFFICIAL RPRTS FROM WX STATIONS IN THE AREA SHOWED THE WX WAS ABOVE VFR MINIMUMS, PERSONNEL IN THE AREA OF THE ACDNT SITE RPRTD THE SKY CONDITION WAS OBSCURED WITH FOG.

Brief of Accident (Continued)

File No. - 1745

9/03/88

CARTHAGE, TX

A/C Reg. No. N83874

Time (Lcl) - 2348 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - OBSCURATION
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH

Finding(s)

5. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. SPATIAL DISORIENTATION - PILOT IN COMMAND
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1737 9/18/88 WICHITA FALLS, TX A/C Reg. No. N9079Z Time (Lcl) - 1916 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					2
					1

-----Aircraft Information-----

Make/Model - NORTH AMERICAN TB-25N	Eng Make/Model - CURTIS-WRIGHT R-2000-35	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 34000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 7	Rated Power - 1700 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 090/011 KTS Visibility - 4.000 SM Lowest Sky/Clouds - 1300 FT SCATTERED Lowest Ceiling - 3000 FT OVERCAST Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DUSK	Itinerary Last Departure Point SANTA FE, NM Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - VFR/IFR Type of Clearance - VFR Type Apch/Lndg - ADF/NDB TRAFFIC PATTERN FULL STOP	Airport Proximity ON AIRPORT Airport Data KICKAPOO DOWNTOWN Runway Ident - 35 Runway Lth/Wid - 4250/ 45 Runway Surface - ASPHALT Runway Status - WET
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND	Age - 70 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - B-25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 23000 Make/Model- 1100 Instrument- 3450 Multi-Eng - 21000 Last 24 Hrs - 3 Last 30 Days- 18 Last 90 Days- 30
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PERIOD OF LIGHT RAIN AT DUSK, THE B-25 PLT LANDED ON A 4250 FT RWY. WHILE LANDING, THE ACFT TOUCHED DOWN LONG & FAST. SUBSEQUENTLY, IT WENT OFF THE DEPARTURE END OF THE RWY & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1737

9/18/88

WICHITA FALLS, TX

A/C Reg. No. N9079Z

Time (Lcl) - 1916 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - DUSK
3. WEATHER CONDITION - RAIN
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
7. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1736 10/01/88 MCKINNEY, TX A/C Reg. No. N151JS Time (Lcl) - 1200 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	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - SHANNON J-BIRD
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 600
No. of Seats - 1

Eng Make/Model - ROTAX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 50 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 - 180/005 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
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

AERO COUNTRY
Runway Ident - 17
Runway Lth/Wid - 2950/ 40
Runway Surface - ASPHALT
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
GYROPLANE

Age - 50

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1603	Last 24 Hrs	- 0
Make/Model	- 149	Last 30 Days	- 5
Instrument	- UNK/NR	Last 90 Days	- 12
Multi-Eng	- 0	Rotorcraft	- 149

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE WAS MAKING A HIGH SPEED TAXI TEST OF HIS GYROPLANE AFTER INSTALLATION OF A DIFFERENT ENG & PROP. HE SAID THE GYROPLANE ENCTR'D A BUMP ON THE RWY WHICH CAUSED IT TO BECOME AIRBORNE AT ABOUT 35 MPH (TAKEOFF SPEED WAS 45 MPH). HE ADDED POWER TO SLOW THE DSCNT BACK TO THE RWY, BUT THE GYROPLANE BOUNCED EVEN HIGHER TO ABOUT 6' AGL. IT THEN CONTACTED THE RWY NOSEWHEEL FIRST, ROLLED OVER & SUBSEQUENTLY CAME TO REST IN AN UPRIGHT POSITION WITH SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1736

10/01/88

MCKINNEY, TX

A/C Reg. No. N151JS

Time (Lc1) - 1200 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAXI

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation TAKEOFF - ABORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1793 11/26/88 PORT LAVACA, TX A/C Reg. No. N2301K Time (Lcl) - 2335 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED						
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under - 14 CFR 91	NONE	Pass	1	Serious	Minor	None	
Accident Occurred During - APPROACH			0	1	0	0	

-----Aircraft Information-----

Make/Model - LUSCOMBE 8E	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1400	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	ARANSAS PASS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	HOUSTON, TX	
Wind Dir/Speed- 050/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - .125 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 89
SE LAND	Months Since - 10	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THERE WERE NO RECORDS TO INDICATE THE NON-INSTRUMENT RATED PILOT RECEIVED A PRE-FLIGHT WEATHER BRIEFING FROM ANY WEATHER REPORTING SERVICE. WITNESSES IN THE AREA OF THE ACCIDENT STATED THE NIGHT WAS DARK AND THE GROUND WAS COVERED WITH FOG. THE AIRPLANE LANDING LIGHT WAS ON, THE ENGINE POWER WAS REDUCED, AND THERE WAS A WELL-LIGHTED, NEARBY CAUSEWAY (SEVERAL BLOCKS AWAY), IN THE DIRECTION OF TRAVEL. THE AIRPLANE FLEW INTO THE TOP OF A HOUSE IN A 45 DEGREE NOSE-LOW ATTITUDE. TOXICOLOGY TESTS OF THE PILOT REVEALED THE PRESENCE OF BENZOYLECGONINE IN HIS URINE AND .260 MG/L IN HIS BLOOD. CANNABINOIDS WERE ALSO IDENTIFIED IN THE URINE.

Brief of Accident (Continued)

File No. - 1793

11/26/88

PORT LAVACA, TX

A/C Reg. No. N2301K

Time (Lcl) - 2335 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - FOG
 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 4. LIGHT CONDITION - DARK NIGHT
 5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
 6. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
 7. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 8. SPATIAL DISORIENTATION - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1746 10/01/88 EDEN,UT

A/C Reg. No. N48926

Time (Lcl) - 1420 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OGDEN,UT
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 29

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 61	Last 24 Hrs	- UNK/NR
Make/Model	- 61	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE TAKEOFF, THE PLT TOLD RAMP PSNL THAT HE & HIS WIFE WERE PLANNING TO TAKE SOME PICTURES OF THE BEAUTIFUL FALL COLORS. A WITNESS NEAR THE CRASH SITE OBSERVED AN ACFT (MATCHING THE DESCRIPTION OF N48926) FLYING AT LOW ALTITUDE. SUBSEQUENTLY, THE ACFT CRASHED IN A BOX CANYON AREA WHERE STEEP TERRAIN PREVAILED ON BOTH SIDES & AHEAD OF THE ACFT. ELEVATION OF THE CRASH SITE WAS ABOUT 8000 FT. DENSITY ALTITUDE WAS ESTIMATED TO BE 10,400 FT. AN EXAM OF THE WRECKAGE REVEALED THE ACFT HAD CRASHED IN A STEEP NOSE DOWN ATTITUDE. NO EVIDENCE OF A PREIMPACT MECHANICAL PROBLEM WAS FOUND, EXCEPT ONE OF THE BOTTOM SPARK PLUGS CONTAINED ENOUGH LEAD DEPOSITS TO FILL THE GAP BTN THE CENTER POST (ELECTRODE) & ONE SIDE OF THE PLUG. CHORDWISE SCRAPES WERE FOUND ON THE PROP BLADES. ALSO, A 3 INCH LIMB WAS FOUND AT THE CRASH SITE WHICH HAD BEEN SLICED.

Brief of Accident (Continued)

File No. - 1746

10/01/88

EDEN,UT

A/C Reg. No. N48926

Time (Lcl) - 1420 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - BOX CANYON
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. IGNITION SYSTEM, SPARK PLUG - FOULED
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND
8. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1691 10/06/88 PRICE,UT A/C Reg. No. N7335N Time (Lcl) - 1015 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries			
Type of Operation -BUSINESS	Fire	Crew	0	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0	
Accident Occurred During -LANDING				0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 60.0 SM Lowest Sky/Clouds - 8000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point EVANSTON,WY Destination MOAB,UT 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
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 930
SE LAND	Months Since - 14	Make/Model- 345
	Aircraft Type - M20J	Instrument- 94
		Multi-Eng - 5
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS PERFORMING A BUSINESS FLIGHT OVER MOUNTAINOUS TERRAIN. ABOUT 1 HR INTO THE FLIGHT, HE NOTICED SMOKE OR OIL VAPOR IN THE COCKPIT. HE SAW OIL ON THE LOWER COWLING AND WING AND COMMUNICATED HIS POSITION AND PROBLEM TO THE SALT LAKE CITY ARTCC. THE ENGINE LOST OIL PRESSURE AND BEGAN TO RUN ROUGH WITH SEVERE VIBRATIONS. THE PLT ELECTED TO SHUT THE ENGINE DOWN AND LAND IN A CLEARING. THE ACFT LANDED WHEELS UP IN ROUGH TERRAIN. THE FUSELAGE, WINGS, AND FIREWALL WERE DAMAGED. A POST-ACCIDENT INSPECTION BY AN FAA AIRWORTHINESS INSPECTOR REVEALED THAT AN OIL LINE SERVICING THE TURBO-CHARGER WASTE GATE HAD BROKEN AND ALLOWED THE ENGINE OIL TO DUMP. WITH THE OIL SUPPLY DEPLETED, THE NUMBER 4 CONNECTING ROD BEARING SEIZED AND THE ROD BROKE, KNOCKING A HOLE IN THE CASE. THE MECHANIC REPORTED THAT THE PILOT WAS ADVISED TO HAVE THE OIL LINE REPLACED 1.5 HOURS BEFORE THIS FLIGHT.

Brief of Accident (Continued)

File No. - 1691

10/06/88

PRICE,UT

A/C Reg. No. N7335N

Time (Lc1) - 1015 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL HOSE - FAILURE,TOTAL
2. FLUID,OIL - EXHAUSTION
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
4. ENGINE ASSEMBLY,BEARING - SEIZED
5. ENGINE ASSEMBLY,CONNECTING ROD - FRACTURED
6. ENGINE ASSEMBLY,CRANKCASE - PENETRATED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. 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) 3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1747 10/08/88 DELTA,UT A/C Reg. No. N75666 Time (Lcl) - 1330 MDT

-----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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	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- 330/003 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
REDLANDS,CA
Destination
PROVO,UT

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

DELTA
Runway Ident - 30
Runway Lth/Wid - 5935/ 85
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30

Biennial Flight Review

Current - YES
Months Since - 24
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 231	Last 24 Hrs	- 4
Make/Model-	79	Last 30 Days-	6
Instrument-	5	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

ON A X-COUNTRY FLT, THE PLT ELECTED TO MAKE A REFUELING STOP AT DELTA, UT. HE TRANSMITTED ON UNICOM FREQ & GOT NO REPLY, BUT NOTED A LIGHT WIND FAVORING RWY 30 & RWY 34. HE ELECTED TO LAND ON RWY 30. HE SAID THAT ON FINAL APCH, HE LOOKED FOR TRAFFIC TO RWY 34, BUT WHILE LOOKING, HE FAILED TO KEEP HIS ACFT ALIGNED WITH RWY 30. SUBSEQUENTLY, IT WENT OFF THE RWY AFTER TOUCHDOWN. THE PLT TRIED TO GO AROUND, BUT COULD NOT GAIN ENOUGH SPEED DUE TO BRUSH & SOFT SAND. HE SAW A FENCE AHEAD & "JUMPED" THE ACFT OVER IT. WHEN THE ACFT SETTLED ON THE OPPOSITE SIDE OF THE FENCE, IT TOUCHED DOWN NOSEWHEEL FIRST, THE NOSE GEAR FAILED & THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 1747

10/08/88

DELTA,UT

A/C Reg. No. N75666

Time (Lcl) - 1330 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. DIVERTED ATTENTION - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION
5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
6. OBJECT - FENCE
7. MANEUVER - PERFORMED -

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

8. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1748 12/31/88 OGDEN,UT A/C Reg. No. N65PW Time (Lcl) - 1522 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal	Injuries		None
	Serious	Minor	
0	0	0	1
0	0	0	3

-----Aircraft Information-----

Make/Model - BEECH B24R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-A1B6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .750 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 700 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CHEYENNE,WY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

OGDEN MUNI
Runway Ident - 03
Runway Lth/Wid - 8252/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 18

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	258	Last 24 Hrs	- UNK/NR
Make/Model-	30		Last 30 Days-	24
Instrument-	41		Last 90 Days-	82
Multi-Eng	-	4		

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT RCVD A WX BRIEFING & FILED AN IFR FLT PLN. HE TKOF ON RWY 34 AT 1517 MST WITH LOW CEILING & RESTRICTED VIS DUE TO FOG & LGT SNOW. THE TWR CTLR SAW THE ACFT LIFT-OFF AT THE RWY'S END, THEN LOST SIGHT OF IT. SOON THEREAFTER, THE PLT SAID HE WAS UNABLE TO GAIN ALT & WAS RTRNG TO THE ARPT. HE WAS CLRD TO LND ON ANY RWY. DUE TO WX, TWR PSNL DIDN'T SEE THE ACFT UNTIL IT WAS ESE OF THE ARPT IN A RGT PATTERN, IT THEN DISAPPEARED FM THEIR VIEW AGAIN (IN WX) BFR CRASHING. THE PLT STATED THAT DRG TKOF, THE ENG BGN RUNNING ROUGH AT ABT 200' AGL & LOST PARTIAL PWR. HE SAID HE CIRCLED BACK TO THE ARPT AT MIN SPEED, LOSING ABT 50' PER MIN, DODGING BLDGS & TREES. HE ATMTD TO LND ON RWY 34, BUT THE ACFT NRLY STALLED. HE THEN ATMTD TO LND ON RWY 3, BUT THE ACFT HIT THE PERIMETER FENCE & SLID TO A STOP. NO PREIMPACT MECH PRBLM WAS FND. THE 1525 MST WX AT OGDEN WAS, IN PART: 700' OBSCURED, VIS 3/4 MI WITH FOG & LIGHT SNOW, TEMP 30, DEW POINT 27. ACCORDING TO ICING PROBABILITY CHARTS, CARB ICING CONDS PREVAILED. ARPT ELEV WAS 4470'

Brief of Accident (Continued)

File No. - 1748

12/31/88

OGDEN,UT

A/C Reg. No. N65PW

Time (Lc1) - 1522 MST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - SNOW
3. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
7. WEATHER CONDITION - FOG
8. WEATHER CONDITION - OBSCURATION
9. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
10. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,4,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1686

5/14/88

MATHEW,VA

A/C Reg. No. N6449R

Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-MIDEASTERN AIRWAYS INC.	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2	
Accident Occurred During	-TAKEOFF							

-----Aircraft Information-----

Make/Model	- CESSNA 172RG	Eng Make/Model	- LYCOMING O-360-F1A6	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	SAME AS ACC/INC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	NORFOLK,VA		HOLLY POINT	
Wind Dir/Speed	- 060/014 KTS	ATC/Airspace		Runway Ident	- 25
Visibility	- 6.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2200 -UNK/NR
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 20000 FT BROKEN	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 7700	Last 24 Hrs - 2
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model - 300	Last 30 Days - UNK/NR
	Aircraft Type - C-172RG	Instrument - 1250	Last 90 Days - 33
		Multi-Eng - 4700	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE DID A SOFT FIELD TAKEOFF USING 10 DEGS OF FLAPS. THE ACFT LIFTED OFF AT ABOUT 55 TO 60 KTS BUT ACCORDING TO THE PLT, WAS UNABLE TO CLIMB OUT OF GROUNDEFFECT. SINCE HE WAS TOO FAR DOWN THE RWY TO ABORT THE TAKEOFF THE PLT INCREASED PITCH TO CLIMB; HOWEVER, THE ACFT STALLED, COLLIDED WITH THE GROUND, AND NOSED OVER. THE PLT REPORTED NO MECHANICAL MALFUNCTION. EXAMINATION OF THE ACFT REVEALED THAT THE FLAPS WERE RETRACTED.

Brief of Accident (Continued)

File No. - 1686

5/14/88

MATHEW,VA

A/C Reg. No. N6449R

Time (Lc1) - 1645 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1667 1/17/88 STOWE,VT

A/C Reg. No. N94064

Time (Lcl) - 1330 EST

-----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 -TAKEOFF

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-H
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 600 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MORRISVILLE,VT
Destination
PORTLAND,ME

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

STOWE-STATE
Runway Ident - 01
Runway Lth/Wid - 3700/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP
SE LAND,ME LAND
GLIDER

Age - 39

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4250	Last 24 Hrs	- 0
Make/Model-	50	Last 30 Days-	UNK/NR
Instrument-	810	Last 90 Days-	35
Multi-Eng	- 1000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA 210 TOOK OFF AND SHORTLY THEREAFTER EXPERIENCED A LOSS OF POWER. THE PILOT WAS UNABLE TO GET THE ENGINE RESTARTED AND MADE AN OFF-AIRPORT LANDING IN A GROVE OF TREES. ON-SCENE EXAMINATION BY THE FAA SHOWED THAT THE FUEL SELECTOR WAS ON THE LEFT TANK. THE LEFT TANK WAS EMPTY AND THERE WAS NO FUEL IN THE ASSOCIATED FUEL LINES.

Brief of Accident (Continued)

File No. - 1667

1/17/88

STOWE,VT

A/C Reg. No. N94064

Time (Lc1) - 1330 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1798

9/24/88

EVERETT, WA

A/C Reg. No. N7SV

Time (Lcl) - 1320 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries				
Fatal	Serious	Minor	None	
1	0	0	0	
1	0	0	0	

Type of Operation - PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

Pass

-----Aircraft Information-----

Make/Model - SVENSSON BUSHBY MUSTANG II

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1000

No. of Seats - 2

Eng Make/Model - LYCOMING O-290

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 125 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - UNK/NR

Wind Dir/Speed- 040/005 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EVERETT, WA

Destination

UNK/NR

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 - 51

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 750

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-----

JUST PRIOR TO THE ACDNT, WITNESSES SAW THE ACFT IN A STEEP, HIGH SPEED DESCENT. IMPACT OCCURRED IN SOFT, MARSHY TERRAIN & MUCH OF THE WRECKAGE WAS BURIED. NO MECHANICAL REASON WAS FOUND FOR A LOSS OF CONTROL; HOWEVER, THE ACFT WAS EXTENSIVELY DAMAGED DRG IMPACT. ABOUT 5 MI ENE AT PAYNE FIELD, THE WX WAS, IN PART: 3500' SCATTERED, 7500' OVERCAST, VISIBILITY 3 MI WITH LIGHT DRIZZLE & FOG, WIND 040 AT 5 KTS. APRX 9 MI NORTH AT CASCADE AIRPARK, THE CEILING WAS ESTIMATED TO BE 500' TO 800'.

Brief of Accident (Continued)

File No. - 1798

9/24/88

EVERETT, WA

A/C Reg. No. N7SV

Time (Lc1) - 1320 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation UNKNOWN

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - DRIZZLE
 4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)

5. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1734 10/18/88 WENATCHEE, WA A/C Reg. No. N4961U Time (Lcl) - 0659 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -MANEUVERING			3	0	0
					None

-----Aircraft Information-----

Make/Model - CESSNA 210E	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	WENATCHEE, WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	RAVENDALE, CA	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 4740
SE LAND	Months Since - 12	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - BH-206B	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 3850

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT CRASHED WHILE THE PLT WAS ON A X-COUNTRY FLT AT DAWN. IMPACT OCCURRED ON RISING, ROCKY TERRAIN IN A BOX CANYON AREA AT AN ELEV OF ABOUT 6000 FT. NO GROUND SCARS WERE EVIDENT, BUT THE ACFT IMPACTED ON A ROCKY SLIDE AREA. IT CAME TO REST IN ONE AREA WITH EXTENSIVE DAMAGE. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT. THE PROP BLADES HAD CHORDWISE NICKS, SCRAPES & DEEP GOUGES. APRX 11 MI SOUTHWEST AT WENATCHEE, WA, THE 0649 WX WAS IN PART: ESTD 9000 FT BROKEN, 25,000 FT OVERCAST, 15 MI VISIBILITY, WIND LIGHT & VARIABLE. THE ELEV OF THE WX FACILITY WAS 1245 FT.

Brief of Accident (Continued)

File No. - 1734

10/18/88

WENATCHEE, WA

A/C Reg. No. N4961U

Time (Lcl) - 0659 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - DAWN
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - BOX CANYON
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) 1,5

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. - 1800 12/02/88 ARLINGTON,WA A/C Reg. No. N2706F Time (Lcl) - 1735 PST

-----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 -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 335	Eng Make/Model - CONTINENTAL TS10-520-EB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5990	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KELSO,WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ARLINGTON,WA	ARLINGTON MUNI
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 5333/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1211
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - PA-23	Make/Model- 18
		Last 30 Days- 27
		Instrument- 160
		Last 90 Days- 60
		Multi-Eng - 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A NGT ARR, THE PLT WAS VECTORED FOR A LOC RWY 34 APCH. AFTER RCHG THE FINAL APCH FIX/OUTER MARKER (OM), HE WAS CLRD FOR THE APCH. ABT 5 OR 6 MIN LATER, THE ATC CTLR NOTICED THE ACFT WAS APRX 7 MI NW OF THE ARPT, CLIMBING ABV 3000' MSL. MISSED APCH PROCEDURE WAS TO MAKE A LEFT CLIMBING TURN TO 2000', PROCEED BACK TO THE OM & HOLD. WHEN QUERIED, THE PLT SAID THAT HE DID NOT SEE THE RWY. HE REQUESTED ANOTHER APCH & WAS VECTORED BACK TO THE OM, THEN WAS CLRD FOR A 2ND APCH. WITNESSES SAW THE ACFT MAKE A LOW PASS OVER THE RWY AT APRX 150' AGL. THE ARPT ELEV WAS 137'. MIN DSCNT ALT (MDA) FOR THE APCH WAS 600' MSL (900' FOR CIRCLING APCH). AFTER THE LOW PASS, THE ACFT ENTERED A RGT TURN TO THE EAST. (THERE WAS A WELL LIT INDUSTRIAL AREA APRX 1/2 MI EAST OF THE ARPT.) SUBSEQUENTLY, THE ACFT STRUCK TREES & CRASHED AT AN ELEV OF ABT 329. IT CRASHED APRX 2 MI EAST OF THE ARPT WHILE IN A RGT BANK & HDG 117 DEG. ABT 17 MI SOUTH AT EVERETT, THE 1645 WX WAS 100' OBSCD, 1/8 MI VIS WITH FOG; AT 1745, THE EVERETT WX WAS PTLY OBSCD, 5000' SCAT, 1-1/2 MI VIS WITH FOG.

Brief of Accident (Continued)

File No. - 1800

12/02/88

ARLINGTON, WA

A/C Reg. No. N2706F

Time (Lcl) - 1735 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CIRCLING (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - OBSCURATION
 5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 6. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 7. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 8. OBJECT - TREE(S)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1632 7/29/88 OSHKOSH,WI A/C Reg. No. N43GS Time (Lcl) - 1853 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Aircraft Damage

NONE

Fire

NONE

Crew 0
Pass 0
Other 1

Fatal 0
0
1

Injuries

Serious 0
Minor 0
0

None 1
3
1

----Aircraft Information----

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-B1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
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- 240/010 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JEFFERSON,MO
Destination
OSHKOSH,WI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WITMAN FIELD
Runway Ident - 27
Runway Lth/Wid - 6166/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,ATP,CFI
SE LAND,ME LAND
HELICOPTER ,GLIDER

Age - 39

Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - DC9

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 15500 Last 24 Hrs - 6
Make/Model- 1200 Last 30 Days- 77
Instrument- 2020 Last 90 Days- 220
Multi-Eng - 9000 Rotorcraft - 47

Instrument Rating(s) - AIRPLANE

----Narrative----

AS THE PILOT/OWNER TAXIED THE AIRCRAFT ON A TAXIWAY IN ACCORDANCE WITH INSTRUCTIONS ISSUED BY ONE FLAGMAN, A SECOND FLAGMAN WAS STRUCK BY THE AIRCRAFT'S LEFT WING TIP TANK, RECEIVING FATAL INTERNAL INJURIES. THE SECOND FLAGMAN WAS UNAWARE OF THE INSTRUCTIONS ISSUED BY THE FIRST FLAGMAN, AND WAS ATTEMPTING TO RE-DIRECT THE AIRCRAFT. THE PILOT STATED THAT HE NEEDED TO REMAIN ON THE TAXIWAY AND WAS ATTEMPTING TO MANEUVER AROUND THE FLAGMAN. HOWEVER, WHEN THE FLAGMAN STEPPED TOWARD THE TIP TANK, THE PILOT WAS UNABLE TO AVOID THE COLLISION. TOXICOLOGY TESTS REVEALED THAT THE FATALLY INJURED FLAGMAN HAD A BLOOD ALCOHOL CONTENT OF 0.09%. IT WAS THE FLAGMAN'S FIRST EXPOSURE TO FLAGMAN DUTIES.

Brief of Accident (Continued)

File No. - 1632

7/29/88

OSHKOSH,WI

A/C Reg. No. N43GS

Time (Lcl) - 1853 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. COMMUNICATIONS - INADEQUATE - GROUND PERSONNEL
2. DISTANCE - MISJUDGED - GROUND PERSONNEL
3. PHYSICAL IMPAIRMENT(ALCOHOL) - GROUND PERSONNEL
4. LACK OF TOTAL EXPERIENCE - GROUND PERSONNEL
5. TAXISPEED - EXCESSIVE - PILOT IN COMMAND
6. OBJECT - OTHER PERSON

-----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. - 1772

9/14/88

PULASKI, WI

A/C Reg. No. N57847

Time (Lcl) - 0210 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-36-300
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3900
No. of Seats - 1

Eng Make/Model - LYCOMING IO-540-K1G5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
ANTIGO, WI
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP, CFI
SE LAND, ME LAND, SE SEA

Age - 37

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8160	Last 24 Hrs	- UNK/NR
Make/Model	- 2700	Last 30 Days	- 100
Instrument	- UNK/NR	Last 90 Days	- 368
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DESCENDED AT A HIGH RATE OF SPEED, 75 DEGREES NOSEDOWN, INTO THE TERRAIN. HIS WIDOW STATED THAT THE PILOT HAD LEFT HOME AT APPROXIMATELY 2100 CST ON THE ACCIDENT NIGHT, IN AN INEBRIATED CONDITION. AFTER A DISCUSSION ABOUT HIS DRINKING, HE REPORTEDLY STATED THAT THIS MIGHT BE THE LAST TIME HE FLEW. TOX TESTS REVEALED THAT THE PILOT'S BLOOD ALCOHOL LEVEL WAS 0.21%.

Brief of Accident (Continued)

File No. - 1772

9/14/88

PULASKI, WI

A/C Reg. No. N57847

Time (Lc1) - 0210 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. PHYSICAL IMPAIRMENT(ALCOHOL) - 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. - 1658

9/17/88

KENOSHA, WI

A/C Reg. No. N6252J

Time (Lcl) - 2200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Aircraft Damage
SUBSTANTIAL
Fire - NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMMERCIAL WX SERVICE
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/009 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
WEST CHICAGO, IL
Destination
KENOSHA, WI

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

KENOSHA
Runway Ident - 24R
Runway Lth/Wid - 5500/ 100
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 76

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1450	Last 24 Hrs	- 1
Make/Model-	125	Last 30 Days-	UNK/NR
Instrument-	100	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A VFR APPROACH TO THE AIRPORT, AT NIGHT, THE PILOT MISIDENTIFIED THE STREET LIGHTS IN A MOBILE HOME PARK AS THE RUNWAY LIGHTS AND DESCENDED INTO WIRES. AFTERWARD THE PILOT WAS ABLE TO CONTINUE TO THE INTENDED RUNWAY AND MADE A SUCCESSFUL LANDING. AFTER LANDING THE PILOT DISCOVERED PARTS OF THE TAIL MISSING INCLUDING THE RUDDER.

Brief of Accident (Continued)

File No. - 1658

9/17/88

KENOSHA,WI

A/C Reg. No. N6252J

Time (Lc1) - 2200 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 5. OBJECT - WIRE, STATIC
-

-----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. - 1655 9/25/88 BARABOO,WI A/C Reg. No. N381VU Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC
Wind Dir/Speed - 290/011 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
REEDSBURG,WI
Destination
BARABOO,WI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BARABOO
Runway Ident - 14
Runway Lth/Wid - 2715/ 100
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 84

Biennial Flight Review

Current - NO
Months Since - 27
Aircraft Type - C-150F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1600	Last 24 Hrs	- 1
Make/Model	- UNK/NR	Last 30 Days	- 10
Instrument	- UNK/NR	Last 90 Days	- 30
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) . - NONE

-----Narrative-----

WHILE LANDING ON A SOD STRIP WITH AN 11 KNOT QUARTERING TAILWIND, THE AIRCRAFT DRIFTED TO THE LEFT OF THE RUNWAY AND ENCOUNTERED UNEVEN TERRAIN. THE PILOT REPORTED THAT HE FAILED TO MAINTAIN DIRECTIONAL CONTROL AND WAS UNABLE TO AVOID A DITCH WITH STANDING WATER IN IT. THE AIRCRAFT STRUCK THE DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1655

9/25/88

BARABOO,WI

A/C Reg. No. N381VU

Time (Lc1) - 1300 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

1. WEATHER CONDITION - CROSSWIND

2. WEATHER CONDITION - TAILWIND

3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

6. TERRAIN CONDITION - WET

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) 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. - 1602

10/23/88

MILWAUKEE,WI

A/C Reg. No. N104TG

Time (Lc1) - 1710 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - BEECH F35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2760
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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 290/014 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 900 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARQUETTE,MI
Destination
MILWAUKEE,WI

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/TVOR
TRAFFIC PATTERN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MILWAUKEE TIMMERMAN
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Age - 29
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - BE-35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total	-	719	Last 24 Hrs - 2
Make/Model-	241	Last 30 Days-	21
Instrument-	104	Last 90 Days-	97
Multi-Eng -	8		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EXECUTING A VOR APPROACH AND CIRCLING TO LAND, THE AIRCRAFT COLLIDED WITH TREES AND A FENCE, THEN IMPACTED ON A ROADWAY SHORT OF THE RUNWAY. THE PILOT HAD OBTAINED A FULL WEATHER BRIEFING PRIOR TO HIS DEPARTURE. THE WEATHER BRIEFING INCLUDED SIGMET GOLF 1 ADVISING OF MODERATE, OCCASIONALLY SEVERE ICING CONDITIONS AND NUMEROUS PILOT REPORTS OF ICING ALONG HIS ROUTE OF FLIGHT. WITNESSES REPORTED THAT THEY OBSERVED ICE ON THE LEADING EDGE OF THE WINGS, AND PIECES OF ICE ON THE GROUND AROUND THE AIRCRAFT, AND THE PILOT REPORTED THAT HE ACCUMULATED APPROXIMATELY 3/8" ICE DURING THE DESCENT TO THE AIRPORT. THE PILOT ALSO STATED THAT HE ENCOUNTERED WIND GUSTS/WINDSHEAR ON FINAL APPROACH.

Brief of Accident (Continued)

File No. - 1602

10/23/88

MILWAUKEE,WI

A/C Reg. No. N104TG

Time (Lcl) - 1710 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CIRCLING (IFR)

Finding(s)

1. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
2. WEATHER CONDITION - ICING CONDITIONS
3. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
4. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. WING - ICE
6. WEATHER CONDITION - GUSTS
7. AIRSPEED - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - TREE(S)
9. OBJECT - FENCE
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) 3,5,7

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. - 1630 7/10/88 DUBOIS,WY A/C Reg. No. N47274 Time (Lcl) - 1130 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-OTHER WORK USE	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 133	NONE	Pass	0	0	0	0
Accident Occurred During	-HOVER						

-----Aircraft Information-----

Make/Model	- AEROSPATIALE SA-315B	Eng Make/Model	- TURBOMECA ARTOUSTE 3B	ELT Installed/Activated	- YES/NO
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 5070	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 562 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		Runway Ident	- N/A
Visibility	- 50.0 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	- HIGH VEGETATION
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 10890	Last 24 Hrs - 7
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 6122	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - BH-214	Instrument - 530	Last 90 Days - 290
		Multi-Eng - 100	Rotorcraft - 10640

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS CONDUCTING AN EXTERNAL LOAD OPERATION AT THE TIME OF THE ENG FAILURE. THE PLT STATED THAT HE WAS HOVERING AT APRX 200 FT AGL (8,700 FT MSL) WHEN HE NOTICED THE ENG HAD FLAMED OUT. HE RELEASED THE EXTERNAL LOAD AND ATTEMPTED TO AUTOROTATE TO A CLEARING. THE HELICOPTER COLLIDED WITH TREES. THE POST CRASH EXAM OF HELICOPTER REVEALED NO EVIDENCE OF PRE-IMPACT MECHANICAL MALFUNCTION OR FAILURE OF THE STRUCTURE, FLT CONTROLS OR ROTOR SYSTEMS. THE ENG REVEALED EVIDENCE OF AN OVER TEMP CONDITION TO THE TURBINE SECTION. THE DENSITY ALT AT THE ACCIDENT SITE WAS 11,300 FT.

Brief of Accident (Continued)

File No. - 1630

7/10/88

DUBOIS,WY

A/C Reg. No. N47274

Time (Lc1) - 1130 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation HOVER

Finding(s)

1. TURBOSHAFT ENGINE,FREE (POWER) TURBINE - OVERTEMPERATURE
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LOAD JETTISON - PERFORMED -

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. AUTOROTATION - ATTEMPTED -
5. ALTITUDE - INADEQUATE -
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1696 9/11/88 JACKSON,WY A/C Reg. No. N1283 Time (Lcl) - 2157 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - POSITIONING
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 11

Eng Make/Model - P&W PT-6A-41
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 850 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 - N/A
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
JACKSON,WY
Destination
REDDING,CA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - BE-200

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Flight Time (Hours)	
Total	4400
Make/Model-	62
Instrument-	794
Multi-Eng -	2150
Last 24 Hrs -	4
Last 30 Days-	99
Last 90 Days-	262
Rotorcraft -	21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND HIS TWO PAX HAD JUST ARRIVED AT THE JACKSON HOLE AIRPORT (JAX) APPROXIMATELY 30 MINUTES PRIOR TO THE ACCIDENT. THE PLT DROPPED OFF HIS PAX AND STEPPED INTO OPERATIONS FOR A SHORT BREAK. HE THEN RETURNED TO THE ACFT BY HIMSELF FOR A RETURN FLT TO CALIFORNIA. IT WAS A VERY DARK NIGHT WITH A 2000 FT OVERCAST AND NO VISIBLE HORIZON. THE PLT HAD DEPARTED REDDING, CA AT 1357 HOURS AND HAD BEEN ON CONTINUOUS FLT DUTY FROM THAT TIME UNTIL THE TIME OF THE ACCIDENT. A WITNESS STATED THE PLT SEEMED TO BE TIRED AND HUNGRY. THE ACFT WAS OBSERVED MAKING A NORMAL NIGHT TAKEOFF. WITNESSES STATED THAT AS THE ACFT TURNED FROM CROSSWIND TO DOWNWIND IT APPEARED THAT THE PLT HAD TROUBLE CONTROLLING THE ACFT. AFTER THE ACFT MADE A FEW EXTREME UP AND DOWN MANEUVERS, IT APPEARED TO PROCEED TO THE EAST. THE NEXT TIME THE ACFT WAS OBSERVED, IT WAS AGAIN CLIMBING AND DESCENDING RAPIDLY AND SUBSEQUENTLY IMPACTED THE GROUND IN A VERTICAL DIVE.

Brief of Accident (Continued)

File No. - 1696

9/11/88

JACKSON, WY

A/C Reg. No. N1283

Time (Lcl) - 2157 MDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
 3. PLANNING-DECISION - POOR - PILOT IN COMMAND
 4. FATIGUE (FLIGHT SCHEDULE) - PILOT IN COMMAND
 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 6. SPATIAL DISORIENTATION - 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) 2,3,5,6

Factor(s) relating to this accident is/are finding(s) 1,4

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