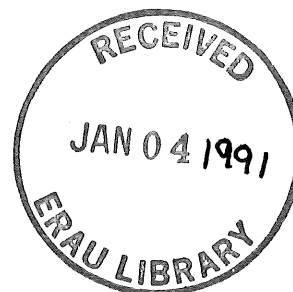


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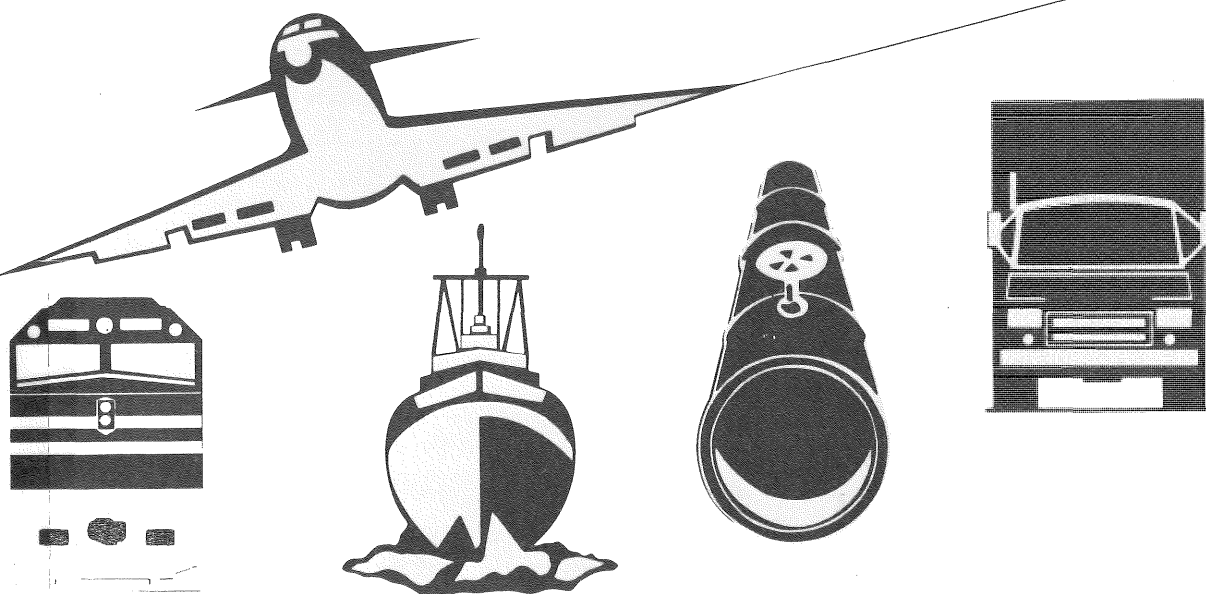
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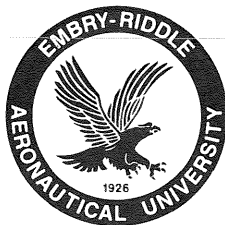
NATIONAL TRANSPORTATION SAFETY BOARD



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 10 OF 1988 ACCIDENTS





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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1988. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 1801 through 2000			
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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 10

CALENDAR YEAR 1988

File Order Listing - Issue No. 10, 1988

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1801	77SA	122688	RUSSELLVILLE, AL	SLOAN	RV-4	SERIOUS	8
1802	6528U	080388	MISSOURI CITY, MO	MOONEY	M20C	FATAL	206
1803	989B	040188	KANSAS CITY, MO	BEECH	H18	FATAL	204
1804	442NE	072688	MORRISTOWN, NJ	LEARJET	35A	FATAL	250
1805	3772J	092288	LUVERNE, AL	CESSNA	150G	NONE	6
1806	6408G	111988	OREGON CITY, OR	CESSNA	172	NONE	310
1807	9211U	080888	NAPOLEON, OH	CESSNA	150	NONE	296
1808	8193B	122488	WADSWORTH, OH	CESSNA	172	FATAL	302
1809	3105J	082288	ROCK HILL, SC	CESSNA	150G	SERIOUS	350
1810	65DA	052488	LAWTON, OK	EMBRAER	EMB-110P	SERIOUS	304
1811	9108B	101188	LANCASTER, PA	CESSNA	172	MINOR	336
1812	37273	101088	FARMINGDALE, NY	BEECH	77	NONE	292
1813	11061	070388	BALLY, PA	CHAMPION	7ECA	NONE	326
1815	7523F	071088	STATEN ISLAND, NY	CHAMPION	7GBC	NONE	288
1816	5041J	070288	LACONIA, NH	BELLANCA	7GCBC	MINOR	234
1817	63206	070388	W. SENECA, NY	CESSNA	150M	NONE	286
1818	51711	062588	NEWBURYPORT, MA	BELL	47J2	SERIOUS	166
1819	622SC	061888	COPAKE FALLS, NY	ROBINSON	R22HP	NONE	284
1820	14418	061888	COLTS NECK, NJ	CESSNA	305A	NONE	248
1821	29550	100888	GREENSBORO, NC	CESSNA	177	MINOR	222
1822	757XV	102488	BILLINGS, MT	CESSNA	152	NONE	218
1823	5518D	120488	LAWRENCEVILLE, GA	CESSNA	172	NONE	138
1824	32CT	070588	CLARKSBURG, WV	HUGHES	369D	NONE	398
1825	9062H	102288	PEYTON, CO	CESSNA	172	MINOR	92
1826	4006P	082688	OCHLOCKNEE, GA	AYERS	THRUSH S2	MINOR	136

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1827	98369	112688	CONCORD, NC	PIPER	PA-28-140	FATAL	224
1828	25150	031788	HONEA PATH, SC	MARREK	SIDEWINDER	MINOR	348
1829	1025J	122388	CRYSTAL RIVER, FL	HUGHES	269A	SERIOUS	124
1830	5160F	122288	CLEARWATER, FL	CESSNA	172N	MINOR	122
1831	109PL	121988	ST. AUGUSTINE, FL	PILATUS	P-2/O5	MINOR	120
1832	86073	120688	TAMPA, FL	AERONCA	11AC	MINOR	114
1833	70319	123188	CLEARWATER, FL	AIR COMMAND	532E	SERIOUS	132
1834	30564	122788	WEST PALM BEACH, FL	CESSNA	177A	NONE	130
1835	45726	122388	KISSIMMEE, FL	SIKORSKY	S-58B	NONE	126
1836	6489	061688	VALDOSTA, GA	SIKORSKY	S-55B	NONE	134
1837	7926N	112888	ATLANTIC OCEAN, AO	PIPER	PA-28-180	FATAL	10
1838	8PX	102688	NORWOOD, MA	BEECH	60	MINOR	176
1839	9612P	080888	ELDORA, IA	PIPER	PA-25-235	FATAL	144
1840	2840Q	111788	PIKEVILLE, KY	CESSNA	172	NONE	160
1841	45MA	112788	FORT PIERCE, FL	PIPER	PA-60-601P	NONE	108
1842	9064P	112088	OCALA, FL	PIPER	PA-24-260	NONE	106
1843	8695V	112288	TWENTYNINE PALM, CA	BELLANCA	8KCAB	NONE	72
1844	6883F	111988	SANTA MARIA, CA	CESSNA	150F	MINOR	70
1845	2098R	080788	CRESTWOOD, IL	PIPER	PA-28	NONE	150
1846	763E	081288	MIDDLETOWN, OH	WACO	ATO	NONE	298
1847	52655	090388	BERKELEY, KY	CESSNA	177RG	MINOR	158
1848	6110V	061488	WANTAGH, NY	LAKE	LA-4-200	SERIOUS	282
1849	2313	061188	MARLBORO, NJ	BOEING	A75N1	NONE	246
1850	580H	060588	WESTERLY, RI	ENSTROM	F-28C	NONE	344
1851	44699	061188	LEHIGHTON, PA	PIPER	PA-28-140	SERIOUS	324

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1852	49443	060588	FRANCONIA, NH	GROB	G-103A	NONE	232
1853	7672S	052888	KENSINGTON, NH	BELLANCA	8GCBC	NONE	228
1854	1502K	051488	RED CREEK, NY	BALLOON WORK	FIREFLY 7	SERIOUS	274
1855	7170H	032888	DOWNINGTOWN, PA	PIPER	J-3	NONE	314
1856	29TC	092288	FREMONT, MI	CESSNA	550	NONE	194
1857	3811Y	101988	MALTA, MT	CESSNA	210D	NONE	216
1858	7735V	080888	RUSH HILL, MO	CALLAIR	A-9A	SERIOUS	208
1859	6022C	092288	BELLE PLAINES, IA	BEECH	C23	FATAL	146
1860	254US	071188	ST PAUL, MN	BOEING	727	NONE	200
1861	1724U	070288	PETROS, TN	CESSNA	T207	FATAL	354
1862	8342L	111388	JACKSONVILLE, FL	PIPER	PA-28-181	FATAL	104
1863	562D	081288	NOBLESVILLE, IN	CESSNA	210B	FATAL	156
1864	7933	070188	GRIDLEY, CA	GRUMMAN	G-164A	NONE	22
1865	15513	092488	BUNNELL, FL	PIPER	PA-28R-200	NONE	102
1866	66890	072288	CHANDLER, AZ	GRUMMAN	G-164B	NONE	14
1867	8719S	072188	NILAND, CA	AIR TRACTOR	AT-301	NONE	26
1868	9192V	072588	PORTERVILLE, CA	STEPHENSON	U-2	SERIOUS	28
1869	24487	090688	CALERA, AL	TAYLORCRAFT	BL-65	MINOR	4
1870	3633C	073088	ROBBINS, CA	SCHWEITZER	G-164B	NONE	30
1871	4419L	121688	VENICE, FL	CESSNA	172G	NONE	118
1872	5224S	070288	DAVIS, CA	SNOW	AT-301	NONE	24
1873	2819J	051388	MILLBROOK, NY	PIPER	PA-28RT-20	SERIOUS	272
1874	1534W	071888	SALTSBURG, PA	BALLOON WORK	FIREFLY 7	NONE	328
1875	6115B	052988	FRANCONIA, NH	CESSNA	182A	MINOR	230
1876	84493	071188	FRYEBURG, ME	PIPER	PA-28-161	FATAL	184

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1877	6286N	080588	OAKLAND, ME	BELL	47G3B-1	NONE	186
1878	52865	072788	CANTON, MA	CESSNA	177RG	NONE	168
1879	20973	072188	GREENLAND, NH	WACO	UPF-7	NONE	236
1880	3153M	101288	LITTLE HEART LK, AK	PIPER	PA-12	FATAL	2
1881	79SF	010888	MONROE, LA	GATES LEARJE	36A	FATAL	162
1882	8033Y	112788	MOLINO, FL	PIPER	PA-28-161	FATAL	110
1883	1555X	031088	LOWER LAKE, CA	PIPER	PA-34-200T	NONE	20
1884	10219	111088	BLYTHE, CA	GRUMMAN	G-164	NONE	68
1885	4206A	102188	MENDOTA, CA	WSK-PZL-MIEL	PZL-M-18	NONE	64
1886	77KK	120488	LINCOLN, CA	KNOWLES	THORP T-18	MINOR	78
1887	3087D	101288	TRAVER, CA	AYRES	S2R	SERIOUS	56
1888	252JB	101588	BORREGO SPRINGS, CA	ARLINGTON	SISU 1A	FATAL	58
1889	57591	101888	BRAWLEY, CA	PIPER	PA-36-285	SERIOUS	62
1890	226RB	121388	PALO ALTO, CA	BEARD	VARIEZE	FATAL	82
1891	5640J	102388	CASA GRANDE, AZ	CESSNA	A188A	SERIOUS	16
1892	61317	111888	SAN JUAN, PR	CESSNA	150J	NONE	342
1893	21ER	102788	HOUSTON, MS	CESSNA	172N	NONE	210
1894	2RD	051588	FLORESVILLE, TX	PIPER	PA-24-250	NONE	358
1895	46974	122888	GILCREST, CO	CESSNA	152 II	NONE	96
1896	1265W	092788	SOLEDAD, CA	WEATHERLY	201B	NONE	48
1897	31288	050188	MERRIMAC, WI	BELLANCA	7ECA	FATAL	396
1898	7895G	011688	BUFFALO, MN	CESSNA	172L	NONE	198
1899	3913K	101888	GARFIELD, CO	PIPER	PA-28-140	FATAL	90
1900	19863	120388	BLOCK ISLAND, RI	CESSNA	172	NONE	346
1901	4023Y	110388	EBENSBURG, PA	CESSNA	185	MINOR	338

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1902	6240B	110488	MONTE VISTA, CO	CESSNA	210	NONE	94
1903	5596C	110288	SPRINGFIELD, IL	CESSNA	170A	NONE	152
1904	2970M	072288	OKLAHOMA CITY, OK	PIPER	PA-28R	SERIOUS	306
1905	9836H	061788	GARDEN CITY, TX	CESSNA	182R	NONE	362
1906	4675G	051888	PLANO, TX	CESSNA	172N	MINOR	360
1907	16962	081888	PEARLAND, TX	BELL	206B	NONE	364
1908	444FF	082688	TYLER, TX	HELIO-COURIE	H-250	NONE	366
1909	6208L	090588	HOUSTON, TX	AMERICAN	AA1B	NONE	368
1910	89745	100288	HOUSTON, TX	CESSNA	172	NONE	370
1911	8018R	122988	GRASS VALLEY, CA	BEECH	A24R	NONE	88
1912	1542Q	122288	HESPERIA, CA	CESSNA	150L	NONE	84
1913	1779S	083088	LOS BANOS, CA	AYRES	600-S2D	NONE	40
1914	278KA	091688	LIHUE, HI	BELL	206L	NONE	140
1915	46991	093088	MCFARLAND, CA	HILLER	UH12E	NONE	50
1916	9569R	120688	ARBUCKLE, CA	BEECH	K35	MINOR	80
1917	5852V	113088	MODESTO, CA	PIPER	PA-28	MINOR	74
1918	4009M	090288	FIVE POINTS, CA	AYRES	S2R-T34	MINOR	42
1919	47220	120388	SCOTTSDALE, AZ	CESSNA	152	MINOR	18
1920	197RL	100688	REDDING, CA	GLASAIR	FT	SERIOUS	54
1921	300Y	082888	RED MOUNTAIN, CA	SCHLEICHER	ASW-20BL	SERIOUS	38
1922	707LT	082288	MARIPOSA, CA	TEDFORD	VARI-EZE	FATAL	36
1923	21871	093088	DIXON, CA	CESSNA	A188B	FATAL	52
1924	4099G	091888	PERRIS, CA	BELL	47G-5A	NONE	46
1925	39272	081988	DUNCAN TOWN, OF	PARTENAVIA	P-68C	FATAL	294
1926	5913J	110688	FLINT, TX	CESSNA	A150K	FATAL	374

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1927	2379V	120388	TOMBALL, TX	PIPER	PA-38-112	FATAL	384
1928	14633	080388	BARD, CA	HILLER	UH12E	NONE	32
1929	5782E	022088	MORRISTOWN, NJ	MOONEY	M20	SERIOUS	240
1930	60029	120788	GAINESVILLE, FL	CESSNA	150J	SERIOUS	116
1931	637JC	111088	TUPELO, MS	PIPER	PA-31-350	NONE	212
1931	6844S	111088	TUPELO, MS	CESSNA	425	NONE	214
1932	16619	111088	ST. THOMAS, VI	BELL	206L	MINOR	392
1933	9373B	122488	STARKE, FL	CESSNA	175	NONE	128
1934	8226P	112888	CRESTVIEW, FL	PIPER	PA-24-250	NONE	112
1935	20GF	112288	CLINTON, IA	AEROSPATIALE	TB-21	NONE	148
1936	1098P	112888	FRANKFORT, IL	MCDONNELL DO	269C	MINOR	154
1937	8123	101588	LANCASTER, CA	LEWIS	MONI	FATAL	60
1938	50649	110788	CARSON CITY, MI	CESSNA	150J	NONE	196
1939	9WL	072788	WALKER, MN	VANS	RV-3A	MINOR	202
1940	7185Q	102288	SAN ANTONIO, TX	CESSNA	172	SERIOUS	372
1941	16135	111088	GLADEWATER, TX	CESSNA	150	MINOR	376
1942	2721G	111188	EL PASO, TX	CESSNA	182B	NONE	378
1943	22229	120388	TEXARKANA, TX	CESSNA	210L	MINOR	382
1944	6444U	122288	HOUMA, LA	MOONEY	M20C	MINOR	164
1945	9087D	083188	MANSFIELD, MA	PIPER	PA-28-161	MINOR	174
1946	2232K	081088	PLYMOUTH, MA	LUSCOMBE	8A	MINOR	170
1947	94037	061888	STEEP FALLS, ME	ERCOUPE	415C	NONE	182
1948	9072P	082188	READINGTON, NJ	PIPER	PA-24-260	MINOR	252
1949	43603	111388	CARRIZOZO, NM	TAYLORCRAFT	BC12D	SERIOUS	264
1950	2906M	081688	GEORGES MILLS, NH	PIPER	PA-12	MINOR	238

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1951	9022L	081688	LAKEVILLE, MA	CHAMPION	7ECA	MINOR	172
1952	7028V	082188	PITTSTOWN, NJ	HUGHES	269A	MINOR	254
1953	8233N	081188	MONTGOMERYVILLE, PA	PIPER	PA-28-140	MINOR	332
1954	8154S	052288	WEST CHESTER, PA	CESSNA	150F	NONE	322
1955	20PA	060188	UTICA, NY	BEECH	H18	NONE	280
1956	97954	061088	ROBBINSVILLE, NJ	STINSON	108-1	NONE	244
1957	60057	040288	DOWNINGTOWN, PA	CESSNA	150	NONE	316
1958	8316K	040288	POLAND, NY	STINSON	108-1	SERIOUS	266
1959	2825U	041088	MYERSTOWN, PA	CESSNA	172	NONE	318
1960	9326K	040288	WARWICK, NY	STINSON	108-2	NONE	268
1961	6762P	050788	BLAIRSTOWN, NJ	PIPER	PA-24-250	NONE	242
1962	9638B	051488	WEST CHESTER, PA	CESSNA	172RG	NONE	320
1963	2047K	051588	ROCHESTER, NY	LUSCOMBE	8E	NONE	276
1964	714YY	091788	MT. HOLLY, NJ	CESSNA	152	NONE	256
1965	94011	072988	W. BLOOMFIELD, NY	ERCO	415C	SERIOUS	290
1966	54368	052988	W. PERU, ME	PIPER	PA-28-140	NONE	180
1967	80650	123088	ERIE, CO	CESSNA	172M	NONE	98
1968	4256B	052388	MARSHALLTOWN, IA	MCCURRY	TAYLOR MON	NONE	142
1969	4510C	051788	BAYARD, NE	CESSNA	170B	NONE	226
1970	4690	051988	MC DOUGAL, AR	BELL	47G-2	NONE	12
1971	7392H	120788	SAN ANTONIO, TX	CESSNA	A185H	NONE	386
1972	1639B	111588	HOUSTON, TX	LUSCOMBE	11A	MINOR	380
1973	143CK	111788	BEND, OR	GATES LEARJE	25B	NONE	308
1974	67638	121588	MEDFORD, OR	CESSNA	152	NONE	312
1975	2179Y	120388	CHAMBERSBURG, PA	PIPER	PA-28-181	NONE	340

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1976	6558P	121788	STACYVILLE, ME	CESSNA	152	MINOR	190
1977	91PA	122488	PRINCETON, NJ	PIPER	PA-44-180T	MINOR	260
1978	3736S	122688	WISCASSET, ME	CESSNA	172	NONE	192
1979	24824	122088	PEDRICKTOWN, NJ	CESSNA	152	NONE	258
1980	6078T	052188	POLAND, NY	CESSNA	150	NONE	278
1981	1203K	082488	DOYLESTOWN, PA	LUSCOMBE	8A	SERIOUS	334
1982	2HV	080988	E. STROUDSBURG, PA	MOONEY	M20C	MINOR	330
1983	14861	081188	BIDDEFORD, ME	BELL	47G5	MINOR	188
1984	6042X	052988	MERIDEN, CT	BEECH	23	FATAL	100
1985	30470	101888	LA FOLLETTE, TN	CESSNA	177A	FATAL	356
1986	5688V	042988	JAMESTOWN, NY	PIPER	PA-28-181	SERIOUS	270
1987	3066L	111288	CARROLLTON, OH	CESSNA	310J	NONE	300
1988	1275U	103088	HILTON HEAD IS., SC	CESSNA	172M	NONE	352
1989	222BL	111688	TOOELE, UT	CESSNA	421	FATAL	390
1990	7089Q	030588	WEST BEND, WI	CESSNA	172L	NONE	394
1991	4029Y	091088	HELM, CA	HILLER	UH-12E	MINOR	44
1992	94TB	110588	YUCCA VALLEY, CA	AEROSPATIALE	TB-20	NONE	66
1993	4297X	122288	VICTORVILLE, CA	PIPER	PA-28-181	SERIOUS	86
1994	84BJ	120288	CAMARILLO, CA	CHAMBERLAIN	LONG EZ	NONE	76
1995	51862	081988	LANCASTER, CA	TEXAS HELICO	M74A	NONE	34
1996	46SP	111488	CIRCLEVILLE, UT	SKYPOWER	6	SERIOUS	388
1997	4026Z	103088	TUCUMCARI, NM	PIPER	PA-18-150	NONE	262
1998	4466Z	110788	BAKER, MT	PIPER	PA-18-150	NONE	220
1999	8045B	111388	RIVERTON, WY	CESSNA	172	NONE	400
2000	5465P	122288	HYANNIS, MA	CESSNA	152	NONE	178

File Order Listing - Issue No. 10, 1988

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 10 OF 1988 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1880 10/12/88 LITTLE HEART LK,AK A/C Reg. No. N3153M Time (Lcl) - 1900 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

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

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

Make/Model - PIPER PA-12
Landing Gear - FLOAT
Max Gross Wt - 1750
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Wind Dir/Speed- 340/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 3500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

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

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, COMMERCIAL
SE LAND, SE SEA
HELICOPTER

Age - 44

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - R-22

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 826	Last 24 Hrs	- UNK/NR
Make/Model	- 73	Last 30 Days	- UNK/NR
Instrument	- 124	Last 90 Days	- 35
		Rotorcraft	- 88

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND CALLED A LOCAL PILOT IN THE TALKEETNA AREA FOR WEATHER AND THE CONDITIONS OF THE LAKE TO DETERMINE IF THE LAKE'S SURFACE HAD FROZEN. HE THEN DEPARTED FOR THE LAKE AT 1800 ADT AND WAS NOT HEARD FROM AGAIN. THE AIRPLANE WRECKAGE WAS LOCATED WITHIN ONE QUARTER OF A MILE OF HIS DESTINATION, LITTLE HEART LAKE, JUST TO THE SOUTHEAST OF THE SHORELINE. NO MECHANICAL IRREGULARITIES WERE FOUND DURING THE ON-SCENE INVESTIGATION. THE WRECKAGE SITE WAS SURROUNDED BY TREES AND ALDER SHRUBS WHICH SHOWED NO SIGNS OF IMPACT OR BRANCH BREAKAGE. THE AIRCRAFT CAME TO REST IN A NEAR VERTICAL ATTITUDE.

Brief of Accident (Continued)

File No. - 1880

10/12/88

LITTLE HEART LK,AK

A/C Reg. No. N3153M

Time (Lcl) - 1900 ADT

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1869 9/06/88 CALERA,AL A/C Reg. No. N24487 Time (Lcl) - 0730 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 - TAYLORCRAFT BL-65	Eng Make/Model - LYCOMING O-145	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ALABASTER,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 360/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 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- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL,CFI	Current - YES	Total - 632
SE LAND	Months Since - 21	Make/Model- 40
GLIDER	Aircraft Type - BL-65	Instrument- 11
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- 19
		Last 90 Days- 45
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE LOST POWER DURING DESCENT. THE AIRPLANE SUBSEQUENTLY CRASHED INTO A CORNFIELD AFTER CLEARING A ROW OF TREES, AS THE PLT WAS ATTEMPTING TO MAKE A FORCED LANDING. POST-CRASH EXAM OF THE AIRPLANE REVEALED THAT BOTH THE MAIN & AUX FUEL TANKS WERE EMPTY. THE PLT STATED THAT HE HAD DEPARTED WITH AN ESTIMATED 4 GALLONS OF FUEL ONBOARD WHICH WAS ENOUGH FOR 1 TO 1 1/2 HRS OF FLT. THE TOTAL DURATION OF THE FLT WAS 35 TO 55 MINUTES BASED ON TIMES REPORTED BY THE PLT.

Brief of Accident (Continued)

File No. - 1869

9/06/88

CALERA, AL

A/C Reg. No. N24487

Time (Lcl) - 0730 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - CROP

-----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. - 1805 9/22/88 LUVERNE, AL A/C Reg. No. N3772J Time (Lcl) - 1045 CDT

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

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

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

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

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

<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- 100/004 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>TROY, AL</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>SIKES</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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, MILITARY	Current - YES	Total - 1404
SE LAND, ME LAND	Months Since - 11	Make/Model- 108
HELICOPTER	Aircraft Type - C-210M	Instrument- 252
		Multi-Eng - 13
		Last 24 Hrs - 2
		Last 30 Days- 26
		Last 90 Days- 210
		Rotorcraft - 374

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT REPORTED THAT HE WAS FLYING AT ABOUT 7-800 FT AGL WHILE INSPECTING TIMBER FOR INSECT DAMAGE WHEN THE ENGINE SUDDENLY LOST POWER. HE COULD NOT RECOVER ENOUGH POWER TO SUSTAIN FLT, SO HE SELECTED A PASTURE FOR HIS IMPENDING FORCED LDG. HE REPORTED THAT THE FIELD WAS ROUGH AND JUST BEFORE THE AIRPLANE STOPPED ON ITS LDG ROLL, THE NOSE GEAR COLLIDED WITH A FIRE ANT HILL AND COLLAPSED. THE AIRPLANE NOSED OVER. THE MECHANIC WHO RECOVERED THE AIRPLANE STATED THAT HE DID NOT FIND FUEL IN THE AIRPLANE AND THAT THE PASTURE WAS SUITABLE LANDING SITE. HE REPORTED THAT THE EVIDENCE INDICATED THAT THE AIRPLANE HAD TOUCHED DOWN IN A SKID. HE SAID THAT THERE WERE NO FIRE ANT HILLS IN THE FIELD.

Brief of Accident (Continued)

File No. - 1805

9/22/88

LUVERNE, AL

A/C Reg. No. N3772J

Time (Lc1) - 1045 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1801 12/26/88 RUSSELLVILLE, AL A/C Reg. No. N77SA Time (Lcl) - 1530 CST

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

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

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

Make/Model - SLOAN RV-4	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	MUSCLE SHOALS, AL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	RUSSELLVILLE, AL	
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 531
SE LAND	Months Since - 8	Last 24 Hrs - 2
	Aircraft Type - C-150	Make/Model- 137
		Last 30 Days- 4
		Instrument- 54
		Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 2500 FEET WITH RAM AIR GATE OPEN, ENGINE BEGAN TO RUN ROUGH. THE PLT CLOSED THE RAM AIR GATE AND APPLIED CARB HEAT BUT THE ENGINE CONTINUED TO RUN ROUGH AND THEN STOPPED. THE PILOT ATTEMPTED TO LAND IN AN OPEN FIELD, CLEARING SEVERAL LARGE TREES, HOWEVER, AS HE APPROACHED THE AREA, HE WAS TOO LOW TO AVOID THE TREES. HE INTENTIONALLY STALLED THE AIRCRAFT, WHICH RESULTED IN IMPACT WITH THE GROUND AND SUBSTANTIAL DAMAGE TO THE AIRCRAFT. CONDITIONS WERE CONDUCIVE TO THE FORMATION OF CARB ICE.

Brief of Accident (Continued)

File No. - 1801

12/26/88

RUSSELLVILLE,AL

A/C Reg. No. N77SA

Time (Lc1) - 1530 CST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - TREE(S)
6. STALL - INTENTIONAL - PILOT IN COMMAND
7. TERRAIN CONDITION - SOFT

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

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

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. - 1837 11/28/88 ATLANTIC OCEAN,AO A/C Reg. No. N7926N Time (Lcl) - 1746 EST

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

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

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LANTANA,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	W END, BAHAMAS	Runway Ident - N/A
Wind Dir/Speed- 340/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT CONTACTED IFSS AT MIAMI, FL AND FILED AN INTL FLIGHT PLAN TO THE BAHAMAS. HE DID NOT REQUEST A WEATHER BRIEFING AND NONE WAS GIVEN. THE PILOT LATER CONTACTED CONTROLLERS AND STATED THAT HE WAS IN INSTRUMENT METEOROLOGICAL CONDITIONS AND REQUESTED ASSISTANCE. CONTROLLERS ATTEMPTED TO LOCATE HIM ON RADAR BUT BY THE TIME THEY FOUND HIM AND ATTEMPTED TO ASSIST HIM HE DISAPPEARED FROM RADAR OVER THE ATLANTIC OCEAN AND NO FURTHER CONTACTS WERE MADE. THE WX OBSERVATION WAS RECORDED AT 1750 EST AT THE WEST PALM BEACH AIRPORT. NO RECORD OF ANY FLIGHT TIME WAS LOCATED BUT PERSONNEL AT THE LANTANA AIRPORT STATED THAT THEY BELIEVED THAT THE STUDENTS INSTRUCTOR PILOT, A BAHAMIAN CITIZEN, HAD ENDORSED THE PILOTS STUDENT CERTIFICATE FOR FLIGHTS TO AND FROM WEST END, BAHAMAS.

Brief of Accident (Continued)

File No. - 1837

11/28/88

ATLANTIC OCEAN,AO

A/C Reg. No. N7926N

Time (Lcl) - 1746 EST

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

6. WEATHER CONDITION - CLOUDS
7. SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - WATER,ROUGH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1970 5/19/88 MC DOUGAL, AR A/C Reg. No. N4690 Time (Lcl) - 1100 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
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 - BELL 47G-2
Landing Gear - SKID
Max Gross Wt - 2450
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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 - 160/003 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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - BH-47G

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2400 Last 24 Hrs - 8
Make/Model - 2300 Last 30 Days - 40
Instrument - UNK/NR Last 90 Days - UNK/NR
Multi-Eng - UNK/NR Rotorcraft - 2300

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE HAD JUST BEGUN THE SPRAYING OF A RICE FIELD WHEN ONE OF THE SPRAY NOZZLES MALFUNCTIONED. AS HE WAS ATTEMPTING TO SET THE HELICOPTER DOWN ON THE GROUND, TO WORK ON THE NOZZLE, THE MAIN ROTOR BLADES STRUCK A TREE. THE MAIN ROTOR BLADES THEN CHOPPED OFF THE TAIL BOOM, AND THE HELICOPTER WENT OUT OF CONTROL BEFORE IMPACTING THE TERRAIN. NO MECHANICAL MALFUNCTION WAS DISCOVERED DURING THE POST-CRASH INSPECTION.

Brief of Accident (Continued)

File No. - 1970

5/19/88

MC DOUGAL, AR

A/C Reg. No. N4690

Time (Lc1) - 1100 CDT

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

Finding(s)

1. SPRAY/DUSTING EQUIPMENT - BLOCKED(PARTIAL)
2. OBJECT - TREE(S)
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

5. MISC ROTORCRAFT, TAIL BOOM - SHEARED

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1866 7/22/88 CHANDLER,AZ A/C Reg. No. N66890 Time (Lcl) - 1000 MST

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

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

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

Make/Model - GRUMMAN G-164B	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHANDLER,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 010/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 8450
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER	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-----

DURING AN AERIAL APPLICATION FLIGHT, THE ENGINE EXPERIENCED A LOSS OF POWER. A FORCED LANDING WAS MADE IN AN OPEN FIELD AND DURING THE LANDING ROLL THE AIRPLANE NOSED OVER. INSPECTION OF THE ENGINE REVEALED THAT THE NUMBER FIVE CYLINDER DOME SEPARATED FROM THE LOWER PORTION.

Brief of Accident (Continued)

File No. - 1866

7/22/88

CHANDLER,AZ

A/C Reg. No. N66890

Time (Lcl) - 1000 MST

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

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 - FLARE/TOUCHDOWN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1891 10/23/88 CASA GRANDE,AZ A/C Reg. No. N5640J Time (Lcl) - 1515 MST

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

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

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

Make/Model - CESSNA A188A	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CASA GRANDE,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4500
SE LAND	Months Since - 20	Make/Model- 450
	Aircraft Type - PA-28	Instrument- 50
		Multi-Eng - 0
		Last 24 Hrs - 8
		Last 30 Days- 150
		Last 90 Days- 450
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AERIAL APPLICATION FLIGHT, THE AIRCRAFT COLLIDED WITH A HIGH-TENSION STATIC WIRE AND SUBSEQUENTLY WITH THE GROUND. POST-IMPACT FIRE ENSUED. THE PILOT STATED HE MISJUDGED HIS APPROACH TO THE FIELD AND DID NOT SEE THE WIRE.

Brief of Accident (Continued)

File No. - 1891

10/23/88

CASA GRANDE, AZ

A/C Reg. No. N5640J

Time (Lc1) - 1515 MST

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

Finding(s)

1. OBJECT - WIRE, STATIC
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1919 12/03/88 SCOTTSDALE, AZ A/C Reg. No. N47220 Time (Lcl) - 1445 MST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/004 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SCOTTSDALE</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 8251/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 20 Last 24 Hrs - 0
	Months Since - N/A	Make/Model- 20 Last 30 Days- 15
	Aircraft Type - N/A	Instrument- 0 Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE FIRST SOLO FLIGHT, THE STUDENT PILOT REPORTED THAT WHILE ON FINAL APPROACH, THE AIRPLANE WAS HIGH. THE STUDENT REDUCED POWER AND EXTENDED FULL FLAPS. DURING THE LANDING ROLL, THE STUDENT WAS INTENDING TO EXIT THE RUNWAY ON A RIGHT TAXIWAY, HOWEVER, THE AIRPLANE SUDDENLY VEERED TO THE LEFT, EXITED THE RUNWAY AND NOSED OVER. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1919

12/03/88

SCOTTSDALE, AZ

A/C Reg. No. N47220

Time (Lc1) - 1445 MST

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 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1883 3/10/88 LOWER LAKE, CA A/C Reg. No. N1555X Time (Lcl) - 1730 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

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

Eng Make/Model - CONTINENTAL TS10-360-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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/005 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
REDDING, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PEARCE FLD
Runway Ident - 12
Runway Lth/Wid - 2485/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1642
Make/Model- 982
Instrument- 131
Multi-Eng - 982
Last 24 Hrs - 3
Last 30 Days- 10
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DRG THE LNDG ROLL, THE LEFT MAIN LNDG GEAR COLLAPSED & THE ACFT VEERED OFF THE RWY, FURTHER DAMAGING THE AIRCRAFT. AN INVESTIGATION REVEALED THE LEFT MAIN LANDING GEAR TRUNNION HAD FAILED. IT HAD FAILED DIAGONALLY APRX 5 INCHES FROM THE BOTTOM OF THE TRUNNION & 2 INCHES BELOW THE ROTATING AXIS. A METALLURGICAL EXAM REVEALED PREEXISTING FATIGUE WHERE THE FRACTURE OCCURRED. THE TRUNNION HAD BEEN IN SVC FOR APRX 4081 HRS OF OPERATION. PIPER SVC BULLETIN #787A, DATED 8/15/85, ADDRESSED THE POSSIBILITY OF CRACKS DEVELOPING IN THE AREA OF THE FAILURE. IT RECOMMENDED THAT AFTER THE 1ST 1000 HRS IN SVC, TRUNNIONS BE INSPECTED AT INTERVALS NOT TO EXCEED 100 HRS UNTIL REPLACED. THE LAST ANNUAL INSPECTION WAS DATED 3/8/88, BUT THERE WAS NO LOGBOOK ENTRY TO INDC THE INSPECTIONS HAD BEEN COMPLETED. THE ACFT HAD FLOWN ONLY 4 HRS SINCE THE LAST INSPECTION.

Brief of Accident (Continued)

File No. - 1883

3/10/88

LOWER LAKE, CA

A/C Reg. No. N1555X

Time (Lc1) - 1730 PST

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

Finding(s)

1. LANDING GEAR, MAIN GEAR - FATIGUE
 2. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL
-

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE -
 4. GROUND LOOP/SWERVE - UNCONTROLLED -
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1864

7/01/88

GRIDLEY, CA

A/C Reg. No. N7933

Time (Lcl) - 1135 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

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

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3550

No. of Seats - 1

Eng Make/Model - P&W R-1340-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LIVE OAK, CA

Destination

GRIDLEY, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING

Airport Proximity
ON AIRSTRIP

Airport Data

TERHEL FARMS

Runway Ident - 18

Runway Lth/Wid - 4000/ 50

Runway Surface - GRAVEL

Runway Status - ROUGH

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 43

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - PA-18

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 2935

Make/Model- 2137

Instrument- 28

Last 24 Hrs - 13

Last 30 Days- 245

Last 90 Days- 401

Rotorcraft - 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE LEFT WING CAUGHT ON HIGH WEEDS. THE PILOT LOST CONTROL OF THE AIRPLANE, VEERED OFF THE LANDING STRIP, AND COLLIDED WITH A DITCH PARALLELING THE RUNWAY. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE AT THE TIME OF THE ACCIDENT. THE PILOT REPORTED THAT DUE TO THE RUNWAY HAVING NUMEROUS POT HOLES, LANDINGS WERE CONDUCTED ON THE EASTERN EDGE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1864

7/01/88

GRIDLEY, CA

A/C Reg. No. N7933

Time (Lcl) - 1135 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - 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) 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. - 1872 7/02/88 DAVIS,CA A/C Reg. No. N5224S Time (Lcl) - 1450 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

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

Make/Model - SNOW AT-301

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 5000

No. of Seats - 1

Eng Make/Model - P&W R-1340-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DAVIS,CA

Destination

WOODLAND,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP,CFI

SE LAND,ME LAND,ME SEA

Age - 66

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 31700

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - 12900

Last 24 Hrs - 11

Last 30 Days- 98

Last 90 Days- 215

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF AN AERIAL APPLICATION FLIGHT, EN ROUTE TO HOME BASE, THE ENGINE QUIT. THE PILOT MADE AN EMERGENCY LANDING IN A FIELD, WHERE DURING THE LANDING ROLL THE AIRPLANE COLLIDED WITH A BALE OF HAY AND NOSED OVER. INSPECTION OF THE ENGINE REVEALED THAT THE NUMBER FIVE CYLINDER SKIRT HAD BROKEN OFF.

Brief of Accident (Continued)

File No. - 1872

7/02/88

DAVIS,CA

A/C Reg. No. N5224S

Time (Lcl) - 1450 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1867

7/21/88

NILAND, CA

A/C Reg. No. N8719S

Time (Lcl) - 2045 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

Flight Conducted Under -14 CFR 137

Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

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

Make/Model - AIR TRACTOR AT-301

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 5000

No. of Seats - 1

Eng Make/Model - P&W R-340-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE

Visibility - 20.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8373	Last 24 Hrs -	3
Make/Model-	3967	Last 30 Days-	35
Instrument-	44	Last 90 Days-	71
Multi-Eng -	32		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER TAKEOFF, THE PILOT MADE A RIGHT TURN TO LOCATE THE GROUND FLAGGERS AND TO AVOID TRANSMISSION WIRES. THE PILOT, UNABLE TO LOCATE THE FLAGGERS, INITIATED A CLIMB TO AVOID WIRES AND RISING TERRAIN. HOWEVER, THE AIRPLANE DID NOT GAIN SUFFICIENT ALTITUDE AND COLLIDED WITH THE WIRES AND, SUBSEQUENTLY, THE TERRAIN. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS OF THE AIRPLANE.

Brief of Accident (Continued)

File No. - 1867

7/21/88

NILAND, CA

A/C Reg. No. N8719S

Time (Lcl) - 2045 PDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 4. 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) 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. - 1868 7/25/88 PORTERVILLE, CA A/C Reg. No. N9192V Time (Lcl) - 1725 PDT

-----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	Pass	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - STEPHENSON U-2	Eng Make/Model - ZENOAH G25B-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 - 20 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PORTERVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 310/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 237
SE LAND	Months Since - 66	Make/Model- 20
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 10
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLIGHT, WHILE SOARING WITH THE ENGINE AT IDLE, THE FLYING WING MOTOR GLIDER INADVERTENTLY ENTERED A STALL. THE PILOT DID NOT RECOVER FROM THE STALL AND THE AIRPLANE BEGAN TO SPIN. THE PILOT WAS ABLE TO REGAIN CONTROL AT APPROXIMATELY 50 FEET AGL. HE THEN REGAINED ABOUT 200 FEET OF ALTITUDE; HOWEVER, WHEN POWER WAS APPLIED, THE ENGINE DID NOT RESPOND. THE PILOT MADE A FORCED LANDING IN A GRAPE VINEYARD. THE PILOT STATED THAT HE HAD ENGINE PROBLEMS PREVIOUS TO THIS FLIGHT BUT THOUGHT HE HAD RESOLVED THEM.

Brief of Accident (Continued)

File No. - 1868

7/25/88

PORTERVILLE,CA

A/C Reg. No. N9192V

Time (Lc1) - 1725 PDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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

Finding(s)

5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND

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)

6. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

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

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. - 1870 7/30/88 ROBBINS,CA A/C Reg. No. N3633C Time (Lcl) - 0800 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 -LANDING

Fire
NONE

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

Make/Model - SCHWEITZER G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5200
No. of Seats - 1

Eng Make/Model - P&W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 110/007 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SUFFER CITY,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE DIRT STRIP
Runway Ident - 18
Runway Lth/Wid - 5280/ 55
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 42

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - PA-18

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

Total - 12000	Last 24 Hrs - 5
Make/Model- 1500	Last 30 Days- 75
Instrument- 100	Last 90 Days- 250
Multi-Eng - 500	

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING LANDING ROLL, AFTER AN AERIAL APPLICATION FLIGHT, THE SPRAYBOOM BECAME ENTANGLED IN WEEDS. THE AIRPLANE GROUND LOOPED AND NOSED OVER. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS OF THE AIRPLANE AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1870

7/30/88

ROBBINS,CA

A/C Reg. No. N3633C

Time (Lcl) - 0800 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1928 8/03/88 BARD,CA A/C Reg. No. N14633 Time (Lcl) - 0500 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

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - HILLER UH12E

Eng Make/Model - LYCOMING VO-540-C2A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2750

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 3

Rated Power - 305 HP

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

Weather Data

Wx Briefing - NWS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 70.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Age - 41

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 12300

Last 24 Hrs - 5

SE LAND

Months Since - 1

Make/Model- 3800

Last 30 Days- 95

HELICOPTER

Aircraft Type - BH-47

Instrument- 192

Last 90 Days- 200

Rotorcraft - 12230

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING HELICOPTER AERIAL APPLICATION, ENGINE POWER WAS LOST. PLT APPLIED BACK CYCLIC AND TAIL ROTOR CONTACTED TERRAIN, FOLLOWED BY HARD LANDING. INVESTIGATION REVEALED LESS THAN USEABLE FUEL REMAINING.

Brief of Accident (Continued)

File No. - 1928

8/03/88

BARD,CA

A/C Reg. No. N14633

Time (Lcl) - 0500 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
-

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

Finding(s)

4. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1995 8/19/88 LANCASTER, CA A/C Reg. No. N51862 Time (Lcl) - 0900 PDT

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

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

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

Make/Model	- TEXAS HELICOPTER M74A	Eng Make/Model	- LYCOMING VO-435	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 240 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	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total - 9500
SE LAND, ME LAND	Months Since	- 8	Make/Model - 2200
HELICOPTER	Aircraft Type	- M74A	Instrument - 112
			Multi-Eng - 920
			Last 24 Hrs - 4
			Last 30 Days - 85
			Last 90 Days - 240
			Rotorcraft - 9237

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, JUST AFTER TAKEOFF, THE NOSE OF THE HELICOPTER SUDDENLY PITCHED UP. THE PILOT REDUCED POWER TO KEEP FROM CLIMBING. THE FORE/AFT CYCLIC CONTROL HAD NO EFFECT. THE HELICOPTER SETTLED TO THE GROUND RESULTING IN SUBSTANTIAL DAMAGE. INSPECTION OF THE FORE/AFT CONTROL LINKAGE, REVEALED THAT A BOLT WAS MISSING BETWEEN THE SWASH PLATE AND THE PUSH PULL TUBE.

Brief of Accident (Continued)

File No. - 1995

8/19/88

LANCASTER,CA

A/C Reg. No. N51862

Time (Lcl) - 0900 PDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL,CYCLIC CONTROL - DISCONNECTED
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1922 8/22/88 MARIPOSA,CA A/C Reg. No. N707LT Time (Lcl) - 1200 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - TEDFORD VARI-EZE
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
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,CFI
SE LAND

Age - 29

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	- 700	Last 24 Hrs	- UNK/NR
Make/Model-	8	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT OBSERVED TO DIVE INTO GRND. INVESTIGATION REVEALED INFLT BREAKUP AND SEPARATION OF CANARDS. EXAM OF CANARDS REVEALED MODIFICATION TO INCREASE CHORD IMPROPERLY DONE, ADDING EXCESS WEIGHT AFT OF CG AND MAKING COMPONENTS SUBJECT TO FLUTTER. ONE MOUNTING BOLT ON RT CANARD FOUND UNDERTORQUED. LOOSENESS PERMITTED FLUTTER INITIATION AT LOWER SPEED.

Brief of Accident (Continued)

File No. - 1922

8/22/88

MARIPOSA, CA

A/C Reg. No. N707LT

Time (Lc1) - 1200 PDT

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

Finding(s)

1. FLIGHT CONTROL, ELEVATOR - FLUTTER
2. MAINTENANCE, MODIFICATION - IMPROPER - PILOT IN COMMAND
3. FLIGHT CONTROL, ELEVATOR ATTACHMENT - UNDERTORQUED
4. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
5. FLIGHT CONTROL, ELEVATOR SURFACE - SEPARATION

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1921 8/28/88 RED MOUNTAIN, CA A/C Reg. No. N300Y Time (Lcl) - 1700 PDT

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

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

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

Make/Model	- SCHLEICHER ASW-20BL	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 1157	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NWS	Last Departure Point	OFF AIRPORT/STRIP
Method	- IN PERSON	CALIFORNIA CITY, CA	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- LIGHT AND VARIABLE		Runway Ident
Visibility	- 50.0 SM	ATC/Airspace	- N/A
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- 24000 FT BROKEN	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 909	Last 24 Hrs - 5
SE LAND	Months Since - 1	Make/Model- 400	Last 30 Days- 22
GLIDER	Aircraft Type - C-182	Instrument- 1	Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS ENGAGED IN SOARING RACE WHEN UNFAVORABLE LIFT CONDS NECESSITATED AN OFF-AIRPORT LNDG. PLT NEGLECTED TO DUMP WATER BALLAST TO LIGHTEN SHIP AND STALLED ON FINAL. RECOVERY FROM THE STALL WAS INITIATED BUT GROUND CONTACT OCCURRED IN A FLAT ATTITUDE AT A RELATIVE HIGH SINK RATE BEFORE RECOVERY COULD BE COMPLETED. THE LNDG GEAR WAS RIPPED OUT WITH THE BELLY OF THE FUSELAGE OPENED & FRACTURED FROM GROUND CONTACT.

Brief of Accident (Continued)

File No. - 1921

8/28/88

RED MOUNTAIN,CA

A/C Reg. No. N300Y

Time (Lc1) - 1700 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1913 8/30/88 LOS BANOS, CA A/C Reg. No. N1779S Time (Lcl) - 0130 PDT

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

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

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

Make/Model - AYRES 600-S2D	Eng Make/Model - P & W R-1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9890
SE LAND, ME LAND	Months Since - 5	Make/Model- 3500
	Aircraft Type - UNK/NR	Instrument- 44
		Multi-Eng - 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS ENGAGED IN AERIAL APPLICATION WHEN NO 9 CYL HEAD CRACKED. PLT RETURNED FOR PRECAUTIONARY LNDG. ON APPROACH, OIL OBSCURED WINDSHIELD. PLT MISSED LANDING AREA; LANDED IN CULTIVATED FIELD BESIDE LANDING AREA. ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1913

8/30/88

LOS BANOS, CA

A/C Reg. No. N1779S

Time (Lcl) - 0130 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
2. FLUID, OIL - LEAK

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

Finding(s)

3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FOULED
5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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. - 1918 9/02/88 FIVE POINTS, CA A/C Reg. No. N4009M Time (Lcl) - 1330 PDT

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

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

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

Make/Model - AYRES S2R-T34	Eng Make/Model - P&W PT6A-34AG	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 750 HP	

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

Weather Data	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- UNK/NR	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 - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		SOFT
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 - 6855
SE LAND	Months Since - 7	Last 24 Hrs - 10
	Aircraft Type - C-150	Make/Model- 340
		Last 30 Days- 105
		Instrument- 23
		Last 90 Days- 285
		Multi-Eng - 8
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS ENGAGED IN AERIAL APPLICATION AND HAD BEEN OVERFLYING POWER LINES. ON LAST PASS, PLT ELECTED TO FLY BENEATH POWER LINES, STRUCK BRACING WIRE BETWEEN POLES WITH VERTICAL FIN, DISABLING ELEVATOR. THE ACFT CRASHED NOSE DOWN IN A FIELD IN AN UNCONTROLLED DESCENT.

Brief of Accident (Continued)

File No. - 1918

9/02/88

FIVE POINTS,CA

A/C Reg. No. N4009M

Time (Lc1) - 1330 PDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1991 9/10/88 HELM,CA A/C Reg. No. N4029Y Time (Lcl) - 1630 PDT

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

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

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

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 305 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 310/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5500
SE LAND	Months Since - 5	Make/Model- 3500
HELICOPTER	Aircraft Type - UH-12E	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 40
		Last 90 Days- 120
		Rotorcraft - 5100

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, THE PILOT LOST CONTROL OF THE HELICOPTER JUST AFTER LIFTOFF AND COLLIDED WITH THE TERRAIN. INSPECTION OF THE WRECKAGE REVEALED THAT THE CHEMICAL TRUCKS FILLER HOSE WAS STILL ATTACHED TO THE HELICOPTER WHEN IT LIFTED OFF.

Brief of Accident (Continued)

File No. - 1991

9/10/88

HELM,CA

A/C Reg. No. N4029Y

Time (Lcl) - 1630 PDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
 2. DIVERTED ATTENTION - PILOT IN COMMAND
 3. PROPER ASSISTANCE - INADEQUATE - GROUND PERSONNEL
 4. HABIT INTERFERENCE - PILOT IN COMMAND
 5. AERIAL APPLICATION EQUIPMENT - ENGAGED
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1924

9/18/88

PERRIS, CA

A/C Reg. No. N4099G

Time (Lc1) - 1200 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

	Fatal	Injuries		
		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 -TAKEOFF

Fire
NONE

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

Make/Model - BELL 47G-5A

Landing Gear - HIGH SKID

Max Gross Wt - 2850

No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-B1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 260 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- VARIABLE

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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,CFI

SE LAND,ME LAND

HELICOPTER

Age - 42

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - BH-47G

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10452 Last 24 Hrs - 5

Make/Model- 3000 Last 30 Days- UNK/NR

Instrument- 52 Last 90 Days- 120

Multi-Eng - 22 Rotorcraft - 10000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LIFTOFF, TAIL ROTOR CONTROL WAS LOST AND HELICOPTER SPUN WITH MAIN ROTOR STRIKING TERRAIN. INVESTIGATION REVEALED FATIGUE FAILURE OF ENGINE MOUNTING CAGE. THE ENG BASKET HAD FAILED AND ALLOWED THE T/R DRIVE SHAFT TO PULL OUT OF THE COUPLING. THE BASKET HAD 800 HRS FLT TIME AND WAS CRACKED AND CORRODED. DUE TO CLOSENESS OF A FUEL TRUCK THE PLT HAD LIMITED ROOM FOR MANEUVERING.

Brief of Accident (Continued)

File No. - 1924

9/18/88

PERRIS,CA

A/C Reg. No. N4099G

Time (Lc1) - 1200 PDT

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

Finding(s)

1. ENGINE INSTALLATION,SUSPENSION MOUNTS - FATIGUE
2. ROTOR DRIVE SYSTEM,TAIL ROTOR DRIVE SHAFT - DISCONNECTED

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

Finding(s)

3. DIRECTIONAL 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1896 9/27/88 SOLEDAD, CA A/C Reg. No. N1265W Time (Lcl) - 1000 PDT

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

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

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

Make/Model	- WEATHERLY 201B	Eng Make/Model	- P & W R-985-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 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- 290/005 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 SOLEDAD, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p> <p>HIGH VEGETATION</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 793
SE LAND	Months Since - 20	Make/Model- 311
	Aircraft Type - V35	Instrument- 33
		Multi-Eng - 1
		Last 24 Hrs - 0
		Last 30 Days- 59
		Last 90 Days- 159

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER DETECTING SMOKE IN THE COCKPIT HE TURNED OFF ALL ELECTRICAL SWITCHES AND MADE ONE MORE SPRAY PASS. AFTER THE PASS, SMOKE BECAME VISIBLE FROM THE ENGINE AND PART OF THE COWL SEPARATED. THE ENGINE LOST POWER AND THE PILOT EXECUTED A FORCED LNDG IN A DRY RIVER BED AND EXITED ACFT. POST-LNDG FIRE CONSUMED ACFT, CAUSE OF POWER LOSS UNDETERMINED DUE TO FIRE DAMAGE.

Brief of Accident (Continued)

File No. - 1896

9/27/88

SOLEDAD,CA

A/C Reg. No. N1265W

Time (Lcl) - 1000 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. ENGINE ASSEMBLY - FIRE
 3. ENGINE ASSEMBLY - UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1915 9/30/88 MCFARLAND, CA

A/C Reg. No. N46991

Time (Lcl) - 1700 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model - HILLER UH12E

Landing Gear - SKID

Max Gross Wt - 3100

No. of Seats - 3

Eng Make/Model - ALLISON 250-C20

Number Engines - 1

Engine Type - TURBO shaft

Rated Power - 301 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- 003 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

UNK/NR

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,ME LAND

HELICOPTER

Age - 34

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500

Make/Model- 1500

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 276

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENGINE LOST POWER AFTER LIFTOFF FOR AERIAL APPLICATION. OPERATOR REPORTED FUEL EXHAUSTION. TAIL ROTOR CONTACTED
GROUND FIRST ON AUTOROTATIVE FORCED LNDG.

Brief of Accident (Continued)

File No. - 1915

9/30/88

MCFARLAND, CA

A/C Reg. No. N46991

Time (Lcl) - 1700 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. FLARE - IMPROPER - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1923 9/30/88 DIXON,CA A/C Reg. No. N21871 Time (Lcl) - 0906 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4000
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520D
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- LIGHT AND VARIABLE
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DIXON,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1250 Last 24 Hrs - 4
Make/Model- 600 Last 30 Days- 50
Instrument- 10 Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

PLT HAD COMPLETED AERIAL APPLICATION OF A FIELD SEVERAL MILES SOUTH. WITNESSES HEARD SOUNDS OF ACFT.
ONE WITNESS OBSERVED ACFT BRIEFLY INVERTED AND "OUT OF CONTROL." ACFT IMPACTED OPEN FIELD UPRIGHT, WINGS LEVEL AND
NOSE DOWN. FIRE ENSUED. NO EVIDENCE FOUND OF MALF OR FAILURE IN STRUCTURE, FLIGHT CONTROLS, POWERPLANT OR SYSTEMS. THE
IN ACFT HOPPER WAS EMPTY OF CHEMICALS AND THE OPERATOR HAD NO EXPLANATION FOR THE ACFT BEING AT THE ACC LOCATION.

Brief of Accident (Continued)

File No. - 1923

9/30/88

DIXON, CA

A/C Reg. No. N21871

Time (Lcl) - 0906 PDT

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

Finding(s)

1. MANEUVER - IMPROPER - PILOT IN COMMAND
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1920 10/06/88 REDDING, CA A/C Reg. No. N197RL Time (Lcl) - 1410 PDT

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

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

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

Make/Model - GLASAIR FT	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/008 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point REDDING, CA</p> <p>Destination SPOKANE, WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p> <p style="text-align: right;">HIGH VEGETATION</p>
---	---	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 31</p> <p>Aircraft Type - GLASAIR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>-</td> <td>384</td> <td>Last 24 Hrs -</td> <td>2</td> </tr> <tr> <td>Make/Model-</td> <td></td> <td>308</td> <td>Last 30 Days-</td> <td>10</td> </tr> <tr> <td>Instrument-</td> <td></td> <td>2</td> <td>Last 90 Days-</td> <td>10</td> </tr> </table>	Total	-	384	Last 24 Hrs -	2	Make/Model-		308	Last 30 Days-	10	Instrument-		2	Last 90 Days-	10
Total	-	384	Last 24 Hrs -	2													
Make/Model-		308	Last 30 Days-	10													
Instrument-		2	Last 90 Days-	10													

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF, PLT'S CANOPY CAME OPEN. WHEN PLT DIVERTED ATTENTION TO CLOSE CANOPY, ACFT COLLIDED WITH A TREE, THEN TERRAIN. INVESTIGATION REVEALED NO CANOPY LATCH MALFUNCTION. POST ACC EXAM SHOWED THAT THE PLTS CANOPY LATCHES WERE UNDAMAGED.

Brief of Accident (Continued)

File No. - 1920

10/06/88

REDDING, CA

A/C Reg. No. N197RL

Time (Lc1) - 1410 PDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WINDOW, CANOPY - UNLATCHED
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. DIVERTED ATTENTION - PILOT IN COMMAND
 5. 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) 2,3

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. - 1887 10/12/88 TRAVER,CA A/C Reg. No. N3087D Time (Lcl) - 1140 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	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 -LANDING					

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

Make/Model - AYRES S2R	Eng Make/Model - WRIGHT R-1820	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 8653	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 1200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SEQUOIA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8490
SE LAND	Months Since - 18	Make/Model- 2000
	Aircraft Type - C-206	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 50
		Last 90 Days- 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE SPRAYING A COTTON FIELD THE ENGINE LOST POWER. THE PILOT EXECUTED A FORCED LANDING IN AN OPEN AREA BUT ROLLOUT CONTINUED INTO CROPS. THE ACFT NOSED OVER. INVESTIGATION REVEALED ONLY UNUSEABLE FUEL ON BOARD.

Brief of Accident (Continued)

File No. - 1887

10/12/88

TRAVEL, CA

A/C Reg. No. N3087D

Time (Lc1) - 1140 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1888 10/15/88 BORREGO SPRINGS,CA A/C Reg. No. N252JB Time (Lcl) - 1330 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 1
NONE Pass 0

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

Make/Model - ARLINGTON SISU 1A
Landing Gear - HULL
Max Gross Wt - 765
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/006 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BORREGO SPRING,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-120

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

Total	- 1011	Last 24 Hrs	- 3
Make/Model-	229	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THERMAL SOARING, THE ACFT ENTERED A STEEP SPINNING DESCENT, THREE TURNS TO THE RIGHT FOLLOWED BY TWO TURNS TO THE LEFT AND GROUND IMPACT IN A NEAR VERTICAL ATTITUDE. NO EVIDENCE WAS FOUND OF AIRCRAFT STRUCTURAL FAILURE OR CONTROL MALFUNCTION. THE PILOT'S PARTNER IN OWNERSHIP OF THE GLIDER AND LONG-TIME CLOSE FRIEND STATED THAT HE HAD INADVERTENTLY ENTERED A SPIN IN THE AIRCRAFT SEVERAL YEARS EARLIER. HE INDICATED THAT HE HAD TROUBLE RECOVERING FROM IT, SPEED BRAKES WERE INEFFECTIVE AND HE COULD NOT RECOVER FROM IT UNTIL FLAPS WERE RETRACTED AND THE CONTROL STICK WAS PUSHED FULL FORWARD. ALTHOUGH THE WRECKAGE WAS FOUND WITH THE SPEED BRAKES RETRACTED AND FLAPS EXTENDED ABOUT 10 DEGREES, BOTH SYSTEMS DISPLAYED SUBSTANTIAL DAMAGE AND IT COULD NOT BE DETERMINED WHAT THEIR PRE-IMPACT POSITIONS WERE.

Brief of Accident (Continued)

File No. - 1888

10/15/88

BORREGO SPRINGS, CA

A/C Reg. No. N252JB

Time (Lcl) - 1330 PDT

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

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1937 10/15/88 LANCASTER, CA A/C Reg. No. N8123 Time (Lcl) - 1029 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries

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

Fire
ON GROUND

Crew
Pass

Fatal
1
0

Serious
0
0

Minor
0
0

None
0
0

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

Make/Model - LEWIS MONI
Landing Gear - HULL
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - KFM 107E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 22 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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LANCASTER, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GENERAL WM. J. FOX
Runway Ident - 06
Runway Lth/Wid - 5001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - BE-C23

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

Total	- 308	Last 24 Hrs	- 0
Make/Model-	40	Last 30 Days-	0
Instrument-	UNK/NR	Last 90 Days-	0
Multi-Eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLIGHT, SHORTLY AFTER TAKEOFF, THE PILOT REPORTED ENGINE TROUBLE. THE PILOT WAS CLEARED TO LAND AT HIS DISCRETION. THE GLIDER WAS OBSERVED TO MAKE A STEEP LEFT DESCENDING TURN SUBSEQUENTLY COLLIDING WITH THE TERRAIN. THIS WAS AN EXPERIMENTAL MOTORIZED GLIDER. THE AIRCRAFT WAS DESTROYED BY A POST CRASH FIRE AND THE PILOT DIED 21 DAYS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1937

10/15/88

LANCASTER, CA

A/C Reg. No. N8123

Time (Lcl) - 1029 PST

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

Finding(s)

1. POWERPLANT - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

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. - 1889 10/18/88 BRAWLEY,CA

A/C Reg. No. N57591

Time (Lcl) - 1215 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation -AERIAL APPLICATION

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 137

Fire

Crew

0

1

0

0

Accident Occurred During -MANEUVERING

ON GROUND

Pass

0

0

0

0

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

Make/Model - PIPER PA-36-285

Eng Make/Model - LYCOMING IO-720-A1B

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 400 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 - 25.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BRAWLEY,CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7229

Make/Model- 1361

Instrument- 10

Last 24 Hrs - 5

Last 30 Days- 60

Last 90 Days- 297

Instrument Rating(s) - NONE

-----Narrative-----

AT THE COMPLETION OF AERIAL APPLICATION, THE PLT ATTEMPTED FLIGHT BENEATH POWER LINES. THE AIRCRAFT CONTACTED AND SEVERED FOUR POWER LINES AND THEN COLLIDED WITH TERRAIN. A POST-IMPACT FIRE ENSUED.

Brief of Accident (Continued)

File No. - 1889

10/18/88

BRAWLEY, CA

A/C Reg. No. N57591

Time (Lc1) - 1215 PDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1885 10/21/88 MENDOTA, CA A/C Reg. No. N4206A Time (Lcl) - 0900 PST

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

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

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

Make/Model - WSK-PZL-MIELEC PZL-M-18	Eng Make/Model - PZL-MIELEC ASZ621R-M18	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 9300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 967 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- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1980
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5289
SE LAND	Months Since - 7	Make/Model- 220
	Aircraft Type - PZL-M18	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- 40
		Last 90 Days- 125
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF FOR AN AERIAL APPLICATION FLIGHT, THE AIRCRAFT FAILED TO CLEAR AN AGRICULTURAL BERM 300 FT BEYOND THE END OF THE RUNWAY AND NOSED OVER. THE PILOT STATED THAT THE AIRCRAFT WAS LOADED WITH 500 GALLONS OF SODIUM CHLORATE AND THAT HE SHOULD HAVE LIMITED THE LOAD FOR THE CONDITIONS AT THE TIME OF THE DEPARTURE.

Brief of Accident (Continued)

File No. - 1885

10/21/88

MENDOTA, CA

A/C Reg. No. N4206A

Time (Lcl) - 0900 PST

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

Finding(s)

1. TERRAIN CONDITION - BERM
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1992 11/05/88 YUCCA VALLEY, CA A/C Reg. No. N94TB Time (Lcl) - 1430 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

Make/Model - AEROSPATIALE TB-20
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2843
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-C4D5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES-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- VARIABLE/015 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SANTA ANA, CA

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

DIRT STRIP
Runway Ident - 27
Runway Lth/Wid - 1500 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 36

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2380	Last 24 Hrs	-	0
Make/Model	-	80	Last 30 Days	-	76
Instrument	-	163	Last 90 Days	-	244
Multi-Eng	-	529			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT AND THE CFI AGREED THAT THE ACFT DEVELOPED A HIGH SINK RATE AS IT PASSED OVER THE DEPARTURE END OF THE DIRT RWY. THE ACFT COLLIDED WITH THE GROUND ABOUT 3/4 MILE FROM THE RWYS END. THE WINDS WERE VARIABLE BUT BASICALLY FROM THE SOUTH AT 15-20 KTS. THE DA WAS 4500 FT. A GROUND WITNESSES THOUGHT HE HEARD THE ENG SPUTTER AT THE RWYS END. THE CFI SAID THAT BECAUSE OF THE LACK OF CLIMB HE CHECKED THAT THE THROTTLE WAS FULLY OPEN AND THEN LOOKED BACK OUTSIDE. HE SAID THAT THE STUDENT DID ALL THAT HE THOUGHT COULD BE DONE SO HE DID NOT INTERFERE IN CONTROLLING THE ACFT. NO MALFUNCTIONS WERE REPORTED BY THE PLTS.

Brief of Accident (Continued)

File No. - 1992

11/05/88

YUCCA VALLEY, CA

A/C Reg. No. N94TB

Time (Lcl) - 1430 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND(CFI)
5. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND(CFI)
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE

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

Finding(s)

7. TERRAIN CONDITION - SOFT

Occurrence #3 NOSE DOWN
Phase of Operation LANDING

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1884 11/10/88 BLYTHE, CA A/C Reg. No. N10219 Time (Lcl) - 0920 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

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

Make/Model - GRUMMAN G-164
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3750
No. of Seats - 1

Eng Make/Model - P & W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/003 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BLYTHE, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 67

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - PA-24

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

Total - 11050 Last 24 Hrs - 3
Make/Model- 10000 Last 30 Days- 50
Instrument- UNK/NR Last 90 Days- 200
Multi-Eng - 50 Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE ENGINE LOST POWER ON A "SPRAY PASS." HE THEN EXECUTED A FORCED LANDING STRAIGHT AHEAD AND NOSED OVER AFTER TOUCHDOWN IN A COTTON FIELD. INVESTIGATION REVEALED AN ELBOW FITTING CONNECTING THE MAIN FUEL SUPPLY LINE AND THE CARBURETOR WAS SHEARED.

Brief of Accident (Continued)

File No. - 1884

11/10/88

BLYTHE,CA

A/C Reg. No. N10219

Time (Lcl) - 0920 PST

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

Finding(s)

1. FUEL SYSTEM,LINE FITTING - SHEARED
2. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1844 11/19/88 SANTA MARIA, CA A/C Reg. No. N6883F Time (Lcl) - 1530 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANTA MARIA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 531
SE LAND	Months Since - 15	Last 24 Hrs - 0
	Aircraft Type - PA-28	Make/Model- 262
		Last 30 Days- 13
		Instrument- 71
		Last 90 Days- 51
		Multi-Eng - 3

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLIGHT, THE AIRPLANE WAS BEING FLOWN ALONG A RIDGELINE WHILE THE PILOT AND PASSENGER WERE LOOKING FOR AN OLD AIRPLANE WRECK. THE PILOT WAS DISTRACTED AND DID NOT NOTICE THE AIRPLANE WAS ENTERING A CANYON AND RISING TERRAIN. WHEN THE PILOTS ATTENTION WAS BROUGHT BACK TO THE FLIGHT, THERE WAS NOT ENOUGH ROOM TO MANEUVER OUT OF THE CANYON NOR WAS THERE ENOUGH AIRSPEED TO CLIMB OVER THE TERRAIN. THE PILOT MAINTAINED A STRAIGHT HEADING AND COLLIDED WITH TREES AND RISING TERRAIN. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE.

Brief of Accident (Continued)

File No. - 1844

11/19/88

SANTA MARIA, CA

A/C Reg. No. N6883F

Time (Lcl) - 1530 PST

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

Finding(s)

1. TERRAIN CONDITION - BOX CANYON
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. OBJECT - TREE(S)
 6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 7. DIVERTED ATTENTION - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,7

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. - 1843 11/22/88 TWENTYNINE PALM,CA A/C Reg. No. N8695V Time (Lcl) - 1055 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 - BELLANCA 8KCAB	Eng Make/Model - LYCOMING IO-320-E1A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIP-FUEL INJECTED	
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	EL TORO,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TWENTYNINE PALM,CA	TWENTYNINE PALMS
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5530/ 45
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 219
SE LAND,SE SEA	Months Since - 1	Make/Model- 22
	Aircraft Type - PA-28	Instrument- 51
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 63

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHILE LANDING, DURING THE FLARE, A GUST OF WIND RAISED THE LEFT WING. THE PILOT CORRECTED JUST PRIOR TO TOUCHDOWN. WHEN THE AIRPLANE TOUCHED DOWN IT GROUND LOOPED TO THE RIGHT. THE AIRPLANE RAN OFF THE RUNWAY AND COLLIDED WITH A BERM AND NOSED OVER. THE PILOT REPORTED THAT THE WINDS WERE GUSTING TO 10 KNOTS.

Brief of Accident (Continued)

File No. - 1843

11/22/88

TWENTYNINE PALM, CA

A/C Reg. No. N8695V

Time (Lc1) - 1055 PST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - BERM

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

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

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. - 1917 11/30/88 MODESTO, CA A/C Reg. No. N5852V Time (Lcl) - 1823 PST

-----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 0	0	1	0
Accident Occurred During	-APPROACH	NONE	Pass 0	0	0	0

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

Make/Model	- PIPER PA-28	Eng Make/Model	- LYCOMING O-320-D3G	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2325	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	FRESNO, CA		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- IMC	MODESTO, CA	MODESTO CITY	
Wind Dir/Speed	- CALM		Runway Ident	- 28
Visibility	- .100 SM	ATC/Airspace	Runway Lth/Wid	- 5911/ 150
Lowest Sky/Clouds	- N/A	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 100 FT OVERCAST	Type of Clearance	Runway Status	- WET
Obstructions to Vision	- FOG	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			

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

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 6795	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 1	Make/Model - 1000	Last 30 Days - 60
	Aircraft Type - PA-44	Instrument - 271	Last 90 Days - 183
		Multi-Eng - 409	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ILS APPROACH IN NIGHT INSTRUMENT METEOROLOGICAL CONDITIONS, THE PILOT ALLOWED THE AIRSPEED TO DIMINISH RESULTING IN THE AIRPLANE STALLING. BEFORE THE PILOT COULD REGAIN CONTROL, THE AIRPLANE COLLIDED WITH THE TERRAIN SHORT OF THE RUNWAY. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE OR AIRPORT EQUIPMENT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1917

11/30/88

MODESTO, CA

A/C Reg. No. N5852V

Time (Lcl) - 1823 PST

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 - BELOW APPROACH MINIMUMS
3. PLANNED APPROACH - POOR - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL - INADVERTENT - 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) 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. - 1994 12/02/88 CAMARILLO, CA A/C Reg. No. N84BJ Time (Lcl) - 1245 PST

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

Fire NONE
Crew
Pass

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

Make/Model - CHAMBERLAIN LONG EZ
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-290G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 128 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
CAMARILLO

Runway Ident - 08
Runway Lth/Wid - 6000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 63

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - QUICKIE

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 590	Last 24 Hrs - UNK/NR
Make/Model- 10	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL TEST FLIGHT, THE PILOT HAD REDUCED POWER TO DECREASE ALTITUDE FOR APPROACH TO THE AIRPORT. WHEN POWER WAS APPLIED, THE ENGINE DID NOT RESPOND. THE PILOT MADE AN OFF-RUNWAY LANDING. INSPECTION OF THE AIRPLANE REVEALED THAT THE SPRING ON THE THROTTLE VALVE CABLE MALFUNCTIONED.

Brief of Accident (Continued)

File No. - 1994

12/02/88

CAMARILLO, CA

A/C Reg. No. N84BJ

Time (Lcl) - 1245 PST

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

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1886 12/04/88 LINCOLN, CA A/C Reg. No. N77KK Time (Lcl) - 1422 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - KNOWLES THORP T-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - UNK/NR

Eng Make/Model - LYCOMING O-290D
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- 230/003 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RIO LINDA, CA

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

LINCOLN MUNI

Runway Ident - 15

Runway Lth/Wid - 6001/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 71

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - THORP

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1175

Make/Model- 400

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 3

Last 90 Days- 22

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS PRACTICING TAKEOFFS AND LANDINGS ON A LOCAL FLIGHT. DURING ONE OF THOSE LANDINGS HE INDICATED THAT THE RIGHT WHEEL LOCKED UP AND CAUSED THE AIRCRAFT TO VEER TO THE RIGHT. HE STATED THAT HE SUBSEQUENTLY LOST CONTROL OF THE AIRCRAFT AND IT RAN OFF THE RIGHT SIDE OF THE RUNWAY AND NOSED OVER. EXAMINATION OF THE BRAKING SYSTEM ON THE AIRCRAFT DID NOT REVEAL ANY EVIDENCE OF MECHANICAL MALFUNCTION.

Brief of Accident (Continued)

File No. - 1886

12/04/88

LINCOLN, CA

A/C Reg. No. N77KK

Time (Lcl) - 1422 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1916 12/06/88 ARBUCKLE,CA A/C Reg. No. N9569R Time (Lcl) - 1730 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
IN FLIGHT

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
1
1

None
0
0

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

Make/Model - BEECH K35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 3.000 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SACRAMENTO,CA
Destination
REDDING,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 111
Make/Model- 62
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT, THE PILOT NOTED OIL ON THE WINDSHIELD. THE PILOT DIVERTED TO A NEARBY AIRPORT. ENROUTE THE WINDSHIELD BECAME COVERED WITH OIL. THE PILOT OPTED TO MAKE AN EMERGENCY LANDING ON A ROAD. DUE TO POWER LINES, HE DIVERTED TO AN OPEN FIELD. JUST PRIOR TO TOUCH DOWN, A CONNECTING ROD BROKE AND EXITED THROUGH THE TOP OF THE ENGINE. DURING THE LANDING ROLL, THE NOSE GEAR COLLAPSED AND THE AIRPLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 1916

12/06/88

ARBUCKLE,CA

A/C Reg. No. N9569R

Time (Lcl) - 1730 PST

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

Finding(s)

1. FLUID,OIL - LEAK
2. FLUID,OIL - STARVATION
3. ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. WINDOW,CANOPY - DIRTY(FOGGY)
5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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) 1,2,3

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. - 1890 12/13/88 PALO ALTO, CA A/C Reg. No. N226RB Time (Lc1) - 0854 PST

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

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

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

Make/Model - BEARD VARIEZE	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	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	SWANSBORO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	PALO ALTO, CA	PALO ALTO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 30
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 65
Lowest Sky/Clouds - PART OBS	Type of Clearance - SPECIAL VFR	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6000
SE LAND	Months Since - 7	Make/Model- 1627
	Aircraft Type - VARIEZE	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 ACFT CRASHED 200 FT SHORT OF THE RWY IN A POND AND NOSED OVER. WITNESSES HEARD THE SOUNDS OF LOW POWER. EVIDENCE OF LOW/NO POWER WAS SHOWN BY THE PROP. INVESTIGATION REVEALED THAT UNAPPROVED ENGINE MODS WERE MADE BY PILOT/OWNER. AN UNTESTED CARB HEAT SYSTEM WAS INSTALLED. THE CONTROL CABLE SYSTEM WAS NOT PROPERLY MOUNTED IN THE COCKPIT; IT WAS LOOSE NEAR THE CONTROL STICK WITH NO VISIBLE MEANS OF BEING HELD IN THE CARB HEAT ON POSITION. ADDITIONALLY, THE CARB HEAT AIR DUCT, MOUNTED IN CLOSE PROXIMITY TO THE NO.4 EXHAUST PIPE, HAD NO PROVISIONS ON THE INLET OF THE DUCT TO CONCENTRATE HEATED AIR FOR PREVENTION OF CARBURETOR ICE. CONDITIONS CONDUCIVE TO CARBURETOR ICING EXISTED.

Brief of Accident (Continued)

File No. - 1890

12/13/88

PALO ALTO, CA

A/C Reg. No. N226RB

Time (Lc1) - 0854 PST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT CONTROL - INADEQUATE
 3. MAINTENANCE, MODIFICATION - IMPROPER - PILOT IN COMMAND
 4. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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) 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. - 1912 12/22/88 HESPERIA, CA A/C Reg. No. N1542Q Time (Lcl) - 0830 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - 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 - 180/013 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HESPERIA
Runway Ident - 21
Runway Lth/Wid - 3910/ 50
Runway Surface - ASPHALT
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 - C-150L

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

Total	- 1446	Last 24 Hrs	- UNK/NR
Make/Model	- 528	Last 30 Days	- UNK/NR
Instrument	- 6	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A PLEASURE FLIGHT, WHILE ON FINAL APPROACH, THE AIRPLANE WAS LOW ON THE APPROACH. JUST PRIOR TO REACHING THE AIRPORT BOUNDARY, THE AIRPLANE COLLIDED WITH THE TOP OF A VEHICLE TRAVELLING ON A ROAD PERPENDICULAR TO THE RUNWAY. THE AIRPLANE CONTINUED, AND COLLIDED WITH THE AIRPORT BOUNDARY FENCE. THE PILOT REPORTED THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1912

12/22/88

HESPERIA, CA

A/C Reg. No. N1542Q

Time (Lcl) - 0830 PST

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. OBJECT - VEHICLE
 5. OBJECT - FENCE
-

----Probable Cause----

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

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. - 1993 12/22/88 VICTORVILLE, CA A/C Reg. No. N4297X Time (Lcl) - 1750 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/016 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
BIG BEAR, CA
Destination
VAN NUYS, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 29
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 - 72
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- UNK/NR
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT, THE ENGINE LOST POWER. THE PILOT INITIATED A FORCED LANDING ON AN INTERSTATE. DURING THE DESCENT, THE AIRPLANE COLLIDED WITH TRANSMISSION WIRES AND SUBSEQUENTLY CAME TO REST ON INTERSTATE 15. DURING AN INSPECTION OF THE WRECKAGE, IT WAS FOUND THAT BOTH FUEL TANKS CONTAINED VERY LITTLE FUEL. INSPECTION OF THE ENGINE DID NOT REVEAL ANY FAILURES OR MALFUNCTIONS. DURING AN INTERVIEW WITH THE PILOT SHORTLY AFTER THE ACCIDENT, AN OFFICER FROM THE SAN BERNARDINO CALIFORNIA SHERIFF'S DEPARTMENT NOTED A STRONG ODOR OF ALCOHOL ON THE PILOTS BREATH AND THAT HIS EYES APPEARED TO BE VERY GLASSY AND BLOODSHOT. A TOXICOLOGICAL EXAMINATION OF BLOOD TAKEN FROM THE PILOT AT THE ACCIDENT SITE REVEALED A BLOOD ALCOHOL LEVEL OF .03 PERCENT.

Brief of Accident (Continued)

File No. - 1993

12/22/88

VICTORVILLE,CA

A/C Reg. No. N4297X

Time (Lcl) - 1750 PST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - WIRE,TRANSMISSION

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

Finding(s)

6. TERRAIN CONDITION - ROADWAY/HIGHWAY

----Probable Cause----

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

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. - 1911 12/29/88 GRASS VALLEY, CA A/C Reg. No. N8018R Time (Lcl) - 1400 PST

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

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

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

Make/Model	- BEECH A24R	Eng Make/Model	- LYCOMING IO-360-A1B	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	- 6	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - PATWAS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 2000 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>FRESNO, CA</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>NEVADA CO.</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 3920/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - ICE COVERED</p> <p>SNOW - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 242
SE LAND	Months Since - 11	Make/Model- 158
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 2
		Last 30 Days- 14
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A CROSS COUNTRY FLIGHT, DURING THE LANDING ROLL, THE AIRPLANE BEGAN TO SLIDE TO THE LEFT. THE PILOT WAS UNABLE TO REGAIN CONTROL DUE TO THE PATCHY SNOW AND ICE ON THE RUNWAY. THE AIRPLANE EXITED THE RUNWAY AND COLLIDED WITH A SNOW BANK. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS AT THE TIME OF THE ACCIDENT. A NOTAM WAS IN EFFECT AT THE TIME OF THE ACCIDENT WHICH REPORTED THAT THE RUNWAY WAS CLOSED DUE TO THE ICY CONDITIONS.

Brief of Accident (Continued)

File No. - 1911

12/29/88

GRASS VALLEY, CA

A/C Reg. No. N8018R

Time (Lcl) - 1400 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. TERRAIN CONDITION - ICY
 4. NOTAMS - NOT IDENTIFIED - PILOT IN COMMAND
 5. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - SNOWBANK
-

----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) 2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1899 10/18/88 GARFIELD, CO

A/C Reg. No. N3913K

Time (Lcl) - 1710 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

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

Eng Make/Model - LYCOMING O-320-A2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 310/026 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
PUEBLO, CO
Destination
SALT LAKE CITY, UT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI
SE LAND
GLIDER

Age - 38
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1075	Last 24 Hrs	- 16
Make/Model	- 300	Last 30 Days	- 20
Instrument	- 46	Last 90 Days	- 60
Multi-Eng	- 25		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A COMMERCIAL PILOT/FLIGHT INSTRUCTOR ATTEMPTED FLIGHT WITH HIS FAMILY ACROSS THE ROCKY MOUNTAINS VIA MONARCH PASS. THE PLT SAID THAT HE THOUGHT HE HAD SUFFICIENT ALTITUDE AS HE APPROACHED THE PASS, BUT STRONG DOWNDRAFTS FORCED HIM TO ABANDON HIS COURSE. WHEN HE ATTEMPTED TO TURN, HIS AIRCRAFT LOST ALTITUDE UNTIL IT STRUCK TREES ON THE SIDE OF A MOUNTAIN. THE DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT WAS APPROXIMATELY 13,800 FEET. THE ELEVATION OF MONARCH PASS IS 11,200 FEET AND THE PLT STATED THAT HE CLIMBED UP TO 12,500 FEET BEFORE ATTEMPTING TO CROSS THE PASS. AUTHORITIES ON WEATHER FORMATIONS IN THE ROCKY MOUNTAIN REGION STATED THAT DOWNDRAFTS HAVE BEEN ENCOUNTERED AS HIGH AS 3000 FEET ABOVE MOUNTAINS.

Brief of Accident (Continued)

File No. - 1899

10/18/88

GARFIELD,CO

A/C Reg. No. N3913K

Time (Lcl) - 1710 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - DOWNDRAFT
3. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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

Finding(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) 2,3,4

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. - 1825 10/22/88 PEYTON, CO A/C Reg. No. N9062H Time (Lcl) - 1520 MDT

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

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

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

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

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

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	MEADOW LAKE
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 35
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 153
SE LAND	Months Since - 1	Make/Model- 28
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 0
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A PRACTICE TOUCH AND GO LANDING WAS BEING MADE ON RWY 15, WITH WINDS REPORTED AS GUSTING TO 20 KNOTS. DURING THE TAKEOFF, THE WING FLAPS WOULD NOT RETRACT AND THE AIRCRAFT CLIMBED TO 15 FT AGL. THE PILOT SAID HE ATTEMPTED TO LAND AFTER FLYING 500 YARDS AND FINDING NO INCREASE IN AIRSPEED OR ALTITUDE. WITNESSES REPORTED THAT THE AIRCRAFT FLEW NOSE HIGH, THEN THE RIGHT WING DIPPED AND STRUCK THE GROUND. THE ACFT NOSED OVER AND CAME TO REST 1,500 FEET FROM THE END OF THE RWY. A POST ACCIDENT INSPECTION REVEALED THAT THE WING FLAP CIRCUIT BREAKER WAS TRIPPED, AND THE WING FLAP ACTUATING SWITCH WAS "REVERSED." THE SWITCH HAD TO BE HELD IN THE "UP" POSITION TO RETRACT THE FLAPS. IT WAS NOT NECESSARY TO HOLD THE SWITCH DOWN TO FULLY EXTEND THE FLAPS. THE PLT SAID THAT THIS PROCEDURE DISTRACTED HIS ATTENTION DURING THE TAKEOFF.

Brief of Accident (Continued)

File No. - 1825

10/22/88

PEYTON,CO

A/C Reg. No. N9062H

Time (Lcl) - 1520 MDT

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

Finding(s)

1. FLT CONTROL SYST,WING FLAP CONTROL - DISABLED
2. ELECTRICAL SYSTEM,CIRCUIT BREAKER - POPPED/TRIPPED
3. RAISING OF FLAPS - SELECTED -
4. ELECTRICAL SYSTEM,ELECTRIC SWITCH - INCORRECT
5. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
6. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

7. WEATHER CONDITION - TAILWIND
8. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
9. 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) 1,8,9

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1902 11/04/88 MONTE VISTA,CO A/C Reg. No. N6240B Time (Lcl) - 1215 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
2

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

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-540-R
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 - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 320/040 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- DUST
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PRIVATE STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 2600/ 50
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 61
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3197
Make/Model- 876
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 5
Last 30 Days- 10
Last 90 Days- 18
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS FLYING 2 FRIENDS TO HIS FARM. HIS DIRT STRIP RUNS EAST AND WEST, BUT PREVAILING WINDS WERE 320 DEG AT 40, GUSTING TO 50 KTS. A CROSS WIND LANDING TO THE WEST HAD TO BE ABORTED AND THE PLT ELECTED TO LAND TO THE NORTH, ON AN ACCESS ROAD. DURING ROLL OUT A GUST TURNED THE ACFT LEFT AND THE PLT LOST CONTROL. THE LEFT WING STRUCK A POWER POLE, 50 FEET LEFT OF THE LANDING AREA, AND DAMAGED THE OUTER 18 INCHES OF THE WING. THE ACFT ROLLED 75 YARDS AND CAME TO REST.

Brief of Accident (Continued)

File No. - 1902

11/04/88

MONTE VISTA, CO

A/C Reg. No. N6240B

Time (Lcl) - 1215 MST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - HIGH WIND
4. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED

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

Finding(s)

7. OBJECT - POLE

----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. - 1895 12/28/88 GILCREST,CO A/C Reg. No. N46974 Time (Lcl) - 1705 MST

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

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

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

Make/Model	- CESSNA 152 II	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</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 LONGMONT,CO</p> <p>Destination GREELEY,CO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity 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 - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 135
SE LAND	Months Since - 7	Make/Model- 120
	Aircraft Type - C-152	Instrument- 2
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days- 23
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT, WITH HIS WIFE AS A PAX, DEPARTED GREELEY, CO, ON A CROSS-COUNTRY FLT TO CLAYTON, NM. AFTER LANDING, THE PILOT HAD HIS AIRCRAFT REFUELED. IT TOOK 23.5 GALLONS OF FUEL TO FILL THE FUEL TANKS. THE PLT THEN TOOK OFF, FLEW 46 MILES SOUTHEAST, THEN TURNED AROUND FOR HIS RETURN FLT TO CO. HE ARRIVED IN THE DENVER AREA AND LANDED AT A SMALL AIRPORT EAST OF DENVER. HE THEN DEPARTED THE AIRPORT, WITHOUT REFUELING, AND FLEW TO ANOTHER AIRPORT NORTH OF DENVER. AGAIN, AFTER A SHORT TIME ON THE GROUND, HE DEPARTED WITHOUT REFUELING. ABOUT 7 MINUTES LATER, THE ENG QUIT AND THE PLT MADE A FORCED LANDING ON A SNOW-COVERED FIELD DURING WHICH THE AIRCRAFT NOSED OVER. WRECKAGE RECOVERY PERSONNEL REPORTED FINDING ONLY 1 QUART OF FUEL IN THE AIRCRAFT TANKS.

Brief of Accident (Continued)

File No. - 1895

12/28/88

GILCREST,CO

A/C Reg. No. N46974

Time (Lc1) - 1705 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
 5. TERRAIN CONDITION - SNOW COVERED
-

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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1967 12/30/88 ERIE,CO

A/C Reg. No. N80650

Time (Lcl) - 1745 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SALINA,KS

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
TRI COUNTY

Runway Ident - 33
Runway Lth/Wid - 5400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 20

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 65	Last 24 Hrs	- UNK/NR
Make/Model-	5	Last 30 Days-	5
Instrument-	1	Last 90 Days-	31

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT HE MADE A NORMAL PREFLIGHT AND ENGINE RUNUP PRIOR TO TAKEOFF ON RUNWAY 33 AT THE TRI-COUNTY AIRPORT, ERIE, COLORADO. A NORMAL TAKEOFF WAS MADE BUT HE SAID THAT AS THE AIRCRAFT REACHED 200 FEET, THE ENGINE LOST ABOUT 400 RPM. WHEN HE APPLIED CARBURETOR HEAT, THE ENGINE QUIT. THE PILOT MADE A FORCED LANDING TO UNSUITABLE TERRAIN.

Brief of Accident (Continued)

File No. - 1967

12/30/88

ERIE,CO

A/C Reg. No. N80650

Time (Lcl) - 1745 MST

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

Phase of Operation TAKEOFF - INITIAL CLIMB

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

2. FUEL SYSTEM,CARBURETOR - ICE

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

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1984 5/29/88 MERIDEN,CT A/C Reg. No. N6042X Time (Lcl) - 1415 EDT

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

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

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

Make/Model	- BEECH 23	Eng Make/Model	- LYCOMING O-360-AJ4	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">MERIDEN MARKHAM MUNI.</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 3100/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 6</p> <p style="padding-left: 20px;">Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 601</td> <td>Last 24 Hrs - 6</td> </tr> <tr> <td>Make/Model- 26</td> <td>Last 30 Days- 57</td> </tr> <tr> <td>Instrument- 71</td> <td>Last 90 Days- 183</td> </tr> <tr> <td>Multi-Eng - 11</td> <td></td> </tr> </table>	Total - 601	Last 24 Hrs - 6	Make/Model- 26	Last 30 Days- 57	Instrument- 71	Last 90 Days- 183	Multi-Eng - 11	
Total - 601	Last 24 Hrs - 6									
Make/Model- 26	Last 30 Days- 57									
Instrument- 71	Last 90 Days- 183									
Multi-Eng - 11										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BEECH 23 LOST POWER DURING A GO-AROUND. DURING AN OFF-AIRPORT LANDING, THE ACFT STRUCK A HOUSE. THE PRIVATE PILOT DIED THE FOLLOWING DAY OF INJURIES AND THE FLIGHT INSTRUCTOR WAS SERIOUSLY INJURED. THERE WAS NO EVIDENCE OF A LARGE FUEL SPILL AND ONLY RESIDUAL FUEL WAS FOUND. THE LEFT FUEL GAGE TRANSMITTER INDICATED A HIGHER QUANTITY OF FUEL THAN WAS ACTUALLY IN THE TANK ON LOW READINGS. THE AIRCRAFT HAD FLOWN 6.2 HOURS ACCORDING TO THE HOBBS METER SINCE ITS LAST REFUELING. THE AIRCRAFT FUEL TANKS ARE EQUIPPED WITH TABS TO ASSIST IN THE DETERMINATION OF THE AMOUNT OF FUEL IN THE TANKS. THIS WAS THE FIRST FLIGHT IN THE TYPE OF AIRCRAFT FOR THE PRIVATE PILOT. A WITNESS REPORTED THAT THE PRIVATE PILOT CONDUCTED THE PRE-FLIGHT AND THEN THE FLIGHT INSTRUCTOR CAME TO THE AIRCRAFT WHICH DEPARTED A FEW MINUTES LATER.

Brief of Accident (Continued)

File No. - 1984

5/29/88

MERIDEN,CT

A/C Reg. No. N6042X

Time (Lcl) - 1415 EDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - DUAL STUDENT
3. FUEL SYSTEM,FUEL QUANTITY FLOAT/SENSOR - ERRATIC
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - RESIDENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1865 9/24/88 BUNNELL, FL A/C Reg. No. N15513 Time (Lcl) - 0840 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FLAGLER COUNTY
Runway Ident - 11
Runway Lth/Wid - 5000/ 200
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 24

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 173	Last 24 Hrs -	1
Make/Model-	9	Last 30 Days-	24
Instrument-	30	Last 90 Days-	74

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING TO TAKEOFF AFTER LNDG, THE LEFT MAIN LNDG GEAR COLLAPSED. THE ACFT SLID TO STOP. EXAMINATION OF THE ACFT REVEALED THE LNDG GEAR MICROSWITCH FAILED INTERNALLY. THE LANDING GEAR HANDLE WAS DOWN BUT NO DETERMINATION COULD BE MADE AS TO ITS POSITION WHEN THE GEAR COLLAPSED. THE PILOT STATED THAT AS PART OF HIS PRE-TAKEOFF CHECKLIST "I TOOK THE GEAR EMERGENCY LEVER IN THE OVERRIDE POSITION." THE PILOT HAD 9 HOURS EXPERIENCE IN MAKE/MODEL.

Brief of Accident (Continued)

File No. - 1865

9/24/88

BUNNELL, FL

A/C Reg. No. N15513

Time (Lcl) - 0840 EDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, PARTIAL
2. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
3. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1862 11/13/88 JACKSONVILLE, FL A/C Reg. No. N8342L Time (Lcl) - 2053 EST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-TAJ FBO CORP.	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	3	0	0	0
Accident Occurred During	-APPROACH						

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

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	BRUNSWICK, GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	JACKSONVILLE, FL	JACKSONVILLE INT'L
Wind Dir/Speed - 040/003 KTS	ATC/Airspace	Runway Ident - 07
Visibility - .250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 100 FT BROKEN	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision - FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1580	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 4	Make/Model - 50	Last 30 Days - 15
	Aircraft Type - PA-28	Instrument - 310	Last 90 Days - 45
		Multi-Eng - 1094	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A NGT ARRIVAL, THE PLT REQUESTED A SPECIAL VFR CLNC TO THE ARPT & WAS ADZD THAT THE WX WAS PARTIALLY OBSCURED, VIS WAS 1 MI WITH FOG & THE WIND WAS CALM. AS HE CONTD THE APCH, ALL FLTS WERE ADZD THE VIS HAD DROPPED TO 1/2 MI. THE PLT REQUESTED CLNC FOR AN ILS RWY 7 APCH. AFTER BEING CLRD FOR THE APCH, HE WAS ADZD THE RVR WAS "2000 TOUCHDOWN . . . MID-POINT 1000 & ROLLOUT 1600." CONTACT WITH THE ACFT WAS LOST AS IT APCHD THE ARPT. LATER, THE ACFT WAS FND WHERE IT HAD COLLIDED WITH TREES & CRASHED APRX 1400 FT LEFT OF THE RWY & 500 FT PAST THE THRESHOLD. AN INV REVEALED THAT INITIAL IMPACT WAS IN A LVL ATTITUDE. AN EXAM OF THE ACFT REVEALED THE FLAPS WERE FULLY RETRACTED & THE THROTTLE WAS FULL OPEN. PROP DAMAGE INDCD THERE WAS ROTATION AT HIGH RPM DURING IMPACT. RECORDS SHOWED THE ACFT HAD AN INOP TURN COORDINATOR. NO OTHER PART FAILURE OR MALFUNCTION WAS EVIDENT. A CHECK OF THE WT & BALANCE INFO SHOWED THAT WHEN THE ACFT CRASHED, IT WAS APRX 55 LBS OVER THE MAX GROSS WT LIMITATION & THE CENTER-OF-GRAVITY (CG) WAS APRX .5 INCH BEHIND THE AFT LIMIT.

Brief of Accident (Continued)

File No. - 1862

11/13/88

JACKSONVILLE,FL

A/C Reg. No. N8342L

Time (Lcl) - 2053 EST

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
2. FLIGHT/NAV INSTRUMENTS, TURN AND BANK INDICATOR - INOPERATIVE
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - OBSCURATION
8. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
9. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
10. DECISION HEIGHT - IMPROPER USE OF - PILOT IN COMMAND
11. OBJECT - TREE(S)
12. MISSED APPROACH - NOT ATTAINED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,10,12

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1842 11/20/88 OCALA, FL A/C Reg. No. N9064P Time (Lcl) - 1500 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
Pass

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

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

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-N1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 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- 140
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RIVER RANCH, FL
Destination
OCALA, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-172

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

Total	- 2000	Last 24 Hrs	- UNK/NR
Make/Model-	60	Last 30 Days-	20
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng -	14	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE SWITCHING TO THE RIGHT FUEL TANK, THE ENG QUIT AND HE WAS UNABLE TO RESTART IT. WHILE ATTEMPTING A FORCED LANDING IN A FIELD, THE GEAR COLLAPSED RESULTING IN DAMAGE TO THE WINGS AND FLAPS. OVER 40 GALLONS OF FUEL WERE FOUND IN THE RIGHT FUEL TANK AND APPROXIMATELY 2 GALLONS WERE FOUND IN THE LEFT TANK.

Brief of Accident (Continued)

File No. - 1842

11/20/88

Ocala, FL

A/C Reg. No. N9064P

Time (Lcl) - 1500 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1841 11/27/88 FORT PIERCE, FL A/C Reg. No. N45MA Time (Lcl) - 1110 EST

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

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

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

Make/Model - PIPER PA-60-601P	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	TR. CAY, BERMUDA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ST. LUCIE COUNTY INTL.
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 200
Lowest Sky/Clouds - N/A	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1868
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 160
		Instrument- 9
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Multi-Eng - 937

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIR TRAFFIC CONTROLLERS STATED THAT WHILE THE AIRCRAFT WAS ON SHORT FINAL THEY NOTICED THAT THE GEAR ON THE AIRCRAFT WAS NOT EXTENDED. THEY ATTEMPTED TO CONTACT THE PILOT BUT HE NEVER RESPONDED. THE PILOT STATED THAT HE FAILED TO EXTEND THE LANDING GEAR PRIOR TO LANDING. NO EVIDENCE WAS FOUND TO INDICATE ANY PREACCIDENT FAILURE OR MALFUNCTION OF THE LANDING GEAR OPERATING SYSTEM.

Brief of Accident (Continued)

File No. - 1841

11/27/88

FORT PIERCE, FL

A/C Reg. No. N45MA

Time (Lcl) - 1110 EST

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 3. RADIO COMMUNICATIONS - ISSUED - ATC PSNL(LCL/GND/CLNC)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1882 11/27/88 MOLINO, FL A/C Reg. No. N8033Y Time (Lcl) - 1214 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
1	0	0	0	0
3	0	0	0	0

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - UNK/NR
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 - UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision - UNK/NR
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TAMPA, FL
Destination
MOBILE, AL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR FLIGHT FOLLOWING
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 - 46
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-28

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	-	175	Last 24 Hrs	- UNK/NR
Make/Model	-	175	Last 30 Days	- UNK/NR
Instrument	-	6	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE TAKEOFF, THE PLT WAS ADZD OF AN APCHG COLD FRONT IN THE FLORIDA PANHANDLE AS WELL AS A FORECAST OF HVY THUNDER-STORM ACTIVITY IN THE AREA OF PENSACOLA. EN ROUTE, HE WAS PROVIDED VFR FLT FOLLOWING FROM PENSACOLA APCH CTL WHILE CRUISING AT 6500 FT. OTHER FLTS THAT WERE OPERATING IN THE AREA AT LOWER ALTITUDE WERE DEVIATING AROUND WX TO REMAIN IN VFR CONDS. AT ABOUT 1214 CST, THE ACFT ENTERED A RAPID DSCNT. SUBSEQUENTLY, AN INFLT BREAKUP OF THE ACFT OCCURRED & WRECKAGE WAS SCATTERED OVER A 1735 FT AREA. WITNESSES RPRTD THAT JUST BEFORE IMPACT, THEY HEARD THE ENG ROARING IN THE CLOUDS. THEY RPRTD THE ACFT CAME OUT OF A CLOUD BASE & SHED ITS WINGS & TAIL BEFORE CRASHING. THEY ALSO RPRTD LOW CLOUDS IN THE VICINITY WITH GUSTY SURFACE WINDS & RAIN. AN EXAM REVEALED THE WINGS & TAIL SURFACES HAD SEPD IN OVERLOAD. NO PRE-ACDNT FAILURE, MALFUNCTION OR FATIGUE OF THE ACFT WAS FND. THE ACFT WAS ESTD TO BE 254 LBS OVER ITS MAX GROSS WT LIMIT & THE CG WAS ESTD TO BE .1 INCH BEHIND THE AFT LIMIT. THE PLT'S MED CERT WAS DATED 10/16/86.

Brief of Accident (Continued)

File No. - 1882

11/27/88

MOLINO, FL

A/C Reg. No. N8033Y

Time (Lcl) - 1214 CST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - RAIN
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
6. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. WING - OVERLOAD
10. WING - SEPARATION
11. HORIZONTAL STABILIZER SURFACE - OVERLOAD
12. HORIZONTAL STABILIZER SURFACE - SEPARATION

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7,8

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. - 1934 11/28/88 CRESTVIEW, FL A/C Reg. No. N8226P Time (Lcl) - 0400 CST

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

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

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

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1D5	ELT Installed/Activated	- YES-UNK/NR
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 - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 1500 FT SCATTERED</p> <p>Lowest Ceiling - 8000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>PERRY, FL</p> <p>Destination</p> <p>DALLAS, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FORCED LANDING</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>BOB SIKES</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 8000/ 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>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1980</p> <p>Make/Model- 719</p> <p>Instrument- 260</p> <p>Multi-Eng - 40</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- 25</p> <p>Last 90 Days- 30</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLT NEAR AN ARPT, THE PROP SEPARATED. PLT WAS GIVEN VECTORS TO ARPT & ENTERED PATTERN FOR LNDG. DOWNWIND LEG WAS EXTENDED DUE TO STRONG TAILWIND. STRONG HEADWIND ON FINAL CAUSED ACFT TO LAND SHORT. DURING LANDING ROLL ACFT COLLIDED WITH TWO FENCES. EXAMINATION OF ACFT REVEALED 6 PROP MOUNT BOLTS FAILED DUE TO FATIGUE AS A RESULT OF IMPROPER PLACEMENT OF PROP MOUNTING SHIM BETWEEN ENGINE CRANKSHAFT FLANGE AND STARTER GEAR FLANGE. ACFT MANUAL STATED PROP MOUNT BOLTS MAY FAIL DUE TO RELATIVE MOVEMENT BETWEEN THE TWO FLANGES IF SHIM IS NOT INSTALLED. CORRECT PLACEMENT OF THE SHIM IS BETWEEN THE PROP FLANGE & THE STARTER GEAR FLANGE. SUDDEN ENG STOPPAGE APROX 45 HRS EARLIER RESULTED IN PROP REMOVAL, OVERHAUL, & REINSTALLATION.

Brief of Accident (Continued)

File No. - 1934

11/28/88

CRESTVIEW, FL

A/C Reg. No. N8226P

Time (Lcl) - 0400 CST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES - SEPARATION
3. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

5. WEATHER CONDITION - UNFAVORABLE WIND
6. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - FENCE POST
8. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1832 12/06/88 TAMPA, FL

A/C Reg. No. N86073

Time (Lcl) - 1115 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	2	0
NONE	Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - AERONCA 11AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

VANDENBERG
Runway Ident - 36
Runway Lth/Wid - 3260/ 65
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - 11AC

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1500	Last 24 Hrs - 1
Make/Model- 1	Last 30 Days- 1
Instrument- UNK/NR	Last 90 Days- 1
Multi-Eng - 4	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE FAILED TO MAINTAIN DIRECTIONAL CONTROL DURING LANDING IN A CROSSWIND. HE FURTHER STATED THAT HE AGGRAVATED THE LOSS OF CONTROL BY OVER-APPLICATION OF THE CONTROLS AND ADDING FULL THROTTLE WHICH LED TO THE AIRCRAFT DEPARTING THE RWY AND COLLIDING WITH A FENCE. HE STATED THAT THE CHECK PLT WAS UNABLE TO REGAIN CONTROL BECAUSE OF PLT CONTROL INPUTS AND THE CHECK PLT NOT HAVING BRAKES ON HIS SIDE.

Brief of Accident (Continued)

File No. - 1832

12/06/88

TAMPA, FL

A/C Reg. No. N86073

Time (Lcl) - 1115 EST

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. SUPERVISION - INADEQUATE - CHECK PILOT
4. RELINQUISHING OF CONTROL - NOT PERFORMED - PILOT IN COMMAND
5. BRAKES(NORMAL) - NOT POSSIBLE - CHECK PILOT

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

Finding(s)

6. OBJECT - FENCE

----Probable Cause----

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

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. - 1930 12/07/88 GAINESVILLE, FL A/C Reg. No. N60029 Time (Lc1) - 0850 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During - DESCENT			0	1	0
					None
					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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	METTER, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LAKELAND, FL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 77
SE LAND	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - PA-28	Make/Model - 10
		Last 30 Days - 9
		Instrument - 2
		Last 90 Days - 11

Instrument Rating(s) - NONE

-----Narrative-----

PLT OBTAINED WEATHER BRIEFING PRIOR TO DEPARTURE AT WHICH TIME HE WAS TOLD THE POSSIBILITY OF IFR CONDITIONS ON ARRIVAL AT DESTINATION EXISTED DUE TO FOG. PLT FAILED TO OBTAIN EN ROUTE WEATHER BRIEFING. NEAR HIS DESTINATION, THE PLT ENCOUNTERED IFR CONDITIONS. PLT EXHAUSTED ALL FUEL AND CRASHED WHILE ATTEMPTING A FORCED LANDING FOLLOWING ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 1930

12/07/88

GAINESVILLE,FL

A/C Reg. No. N60029

Time (Lc1) - 0850 EST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - LOW CEILING
 3. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
 4. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
 5. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 7. FLUID,FUEL - EXHAUSTION
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

8. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1871 12/16/88 VENICE, FL A/C Reg. No. N4419L Time (Lcl) - 1030 EST

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

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

-----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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VENICE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 04
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1354
SE LAND, ME SEA	Months Since - 9	Make/Model- 850
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - 343
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED DIFFICULTY WHEN HE ATTEMPTED TO START THE ENG WITH A LESS THAN FULLY-CHARGED BATTERY. THE FORMER NAVY PLT EXITED THE ACFT, LEAVING HIS NONPLT PAX ABOARD, AND THE MAG SWITCH, "ON". HE ATTEMPTED TO SLOWLY PULL THE PROP THRU COMPRESSION STROKE BY HAND. HE HAD JUST BARELY ROTATED THE PROP WHEN THE ENG STARTED. THE PLT JUMPED CLEAR & WATCHED AS HIS ACFT MOVED ACROSS THE RAMP & COLLIDED WITH THE TAIL OF A PARKED AND UNOCCUPIED C-310. THE PLT LATER STATED THAT TO PRECLUDE A SIMILIAR ACCIDENT FROM OCCURRING IN THE FUTURE, HE WOULD EITHER HAVE A COMPETENT PERSON AT THE CONTROLS APPLYING THE BRAKES, OR HE WOULD SECURE THE TAIL &/OR CHOCK THE WHEELS.

Brief of Accident (Continued)

File No. - 1871

12/16/88

VENICE, FL

A/C Reg. No. N4419L

Time (Lcl) - 1030 EST

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

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 2. PARKING BRAKES - NOT USED - PILOT IN COMMAND
 3. TIE DOWN - NOT USED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1831 12/19/88 ST. AUGUSTINE, FL A/C Reg. No. N109PL Time (Lcl) - 1550 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PILATUS P-2/05
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 4343
No. of Seats - 2

Eng Make/Model - ARGUS AS-410-AZ
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 465 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WEST PALM BEACH, 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 - NONE
Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND
GLIDER

Age - 27

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - NA265

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2255	Last 24 Hrs	- 1
Make/Model	- 4	Last 30 Days	- 17
Instrument	- 244	Last 90 Days	- 48
Multi-Eng	- 850		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER AN EN ROUTE STOP, THE PILOT TOOK OFF IN THE NEWLY ACQUIRED ACFT. SHORTLY AFTER GEAR AND FLAP RETRACTION, THE ENG SUSTAINED A PARTIAL LOSS OF POWER. THE PLT STATED THAT ALL ENG GAGES APPEARED NORMAL AND A TURN WAS BEGUN IN AN ATTEMPT TO RETURN TO THE ARPT. MOMENTS LATER, ALL POWER WAS LOST AND A FORCED LDG WAS ATTEMPTED. DURING THE DESCENT, THE ACFT CLIPPED SOME TREES, STRUCK A POWER LINE, AND CRASHED INVERTED INTO A MOBILE-HOME PARK. WITNESSES STATED THE PLT HAD ATTEMPTED TO FLY THE ACFT THE DAY BEFORE, BUT RETURNED DUE TO ENG PROBLEMS. THE SINGLE SHAFT DUAL MAGS WERE ROTATED BY ELECTRIC MOTOR AFTER THE ACCIDENT & ONLY INTERMITTENT SPARKS WERE OBSERVED.

Brief of Accident (Continued)

File No. - 1831

12/19/88

ST. AUGUSTINE, FL

A/C Reg. No. N109PL

Time (Lc1) - 1550 EST

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 2. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)
 5. OBJECT - WIRE, TRANSMISSION
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1830 12/22/88 CLEARWATER, FL A/C Reg. No. N5160F Time (Lcl) - 1122 EST

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

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

-----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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ST PETERBURG, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CLEARWATER
Wind Dir/Speed- 060/005 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 28
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 28
		Last 30 Days- 28
		Instrument- 3
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE HAD BEEN GIVEN A SHORT APPROACH FOR RUNWAY 4, WHEN THE TOWER TOLD HIM TO GO AROUND. HE ADDED POWER, RETRACTED THE FLAPS, AND MADE A SHARP RIGHT TURN. THE ACFT STALLED AND CRASHED INTO AN OFFICE BUILDING APRX 1 MILE FROM THE AIRPORT.

Brief of Accident (Continued)

File No. - 1830

12/22/88

CLEARWATER, FL

A/C Reg. No. N5160F

Time (Lcl) - 1122 EST

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

Finding(s)

1. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
 2. MANEUVER - ABRUPT - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)
-

-----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. - 1829 12/23/88 CRYSTAL RIVER, FL A/C Reg. No. N1025J Time (Lcl) - 1400 EST

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

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

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

Make/Model - HUGHES 269A	Eng Make/Model - LYCOMING H10-360-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOMOSASSA SPRGS, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 060/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 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 - UNK/NR		
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 - 2700
SE LAND, ME LAND	Months Since - 4	Make/Model- 450
HELICOPTER , GLIDER	Aircraft Type - 269A	Instrument- 285
		Multi-Eng - 20
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 450

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS GIVING A FRIEND A RIDE IN THE ACFT WHEN HE INADVERTANTLY STRUCK POWERLINES AND CRASHED IN SHALLOW WATER.

Brief of Accident (Continued)

File No. - 1829

12/23/88

CRYSTAL RIVER, FL

A/C Reg. No. N1025J

Time (Lcl) - 1400 EST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - WATER
-

----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. - 1835 12/23/88 KISSIMMEE, FL A/C Reg. No. N45726 Time (Lcl) - 1600 EST

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

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

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

Make/Model - SIKORSKY S-58B	Eng Make/Model - WRIGHT R-1820-84C	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 13000	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 4	Rated Power - 1525 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	KISSIMMEE
Wind Dir/Speed- 010/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2561
	Months Since - 4	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - S-58B	Make/Model- 1900
		Last 30 Days- 6
		Instrument- UNK/NR
		Last 90 Days- 30
		Multi-Eng - UNK/NR
		Rotorcraft - 2561

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS REPOSITIONING THE ACFT FOR FUEL, AND DURING A PRACTICE AUTOROTATION ATTEMPT THE ENGINE HYDRO-MECHANICAL CLUTCH FAILED. IT DID NOT RE-ENGAGE UPON THE APPLICATION OF POWER AND THE ACFT WAS LANDED HARD.

Brief of Accident (Continued)

File No. - 1835

12/23/88

KISSIMMEE, FL

A/C Reg. No. N45726

Time (Lc1) - 1600 EST

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

Finding(s)

1. ROTOR DRIVE SYSTEM, CLUTCH ASSEMBLY - FAILURE, TOTAL
-

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

Finding(s)

2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. LANDING GEAR, MAIN GEAR - COLLAPSED
 4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1933 12/24/88 STARKE, FL

A/C Reg. No. N9373B

Time (Lcl) - 1150 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

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

Eng Make/Model - CONTINENTAL GO-300A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 170/007 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KEYSTONE HEIGHT, FL
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)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-152

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

Total	- 127	Last 24 Hrs -	1
Make/Model-	20	Last 30 Days-	6
Instrument-	UNK/NR	Last 90 Days-	15
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

FLT WAS 3 MILES EAST OF ARPT RETURNING TO LAND AT ALT OF APRX 2,000 FT, WHEN THE ENG QUIT. PLT WAS UNABLE TO RESTART & ELECTED TO LAND IN SMALL TREES AS A NEARBY HIGHWAY WAS CONGESTED. ACFT COLLIDED WITH TREES & FELL TO THE GROUND. EXAMINATION OF THE ENG REVEALED THE CRANKSHAFT FAILED AT THE REAR CRANKSHAFT CHEEK BETWEEN #1 & #2 CYLINDER CONNECTING RODS. METALLURGICAL EXAMINATION OF THE FAILED CRANKSHAFT REVEALED LOW & HIGH CYCLE FATIGUE. EVIDENCE INDICATED THAT THIS WAS CAUSED BY VIBRATIONS OF THE CRANKSHAFT DURING CONTACT OF THE THREE DYNAMIC COUNTERWEIGHTS TO THE ADJACENT CAMSHAFT LOBES. COUNTERWEIGHT CONTACT WAS CAUSED BY WORN COUNTERWEIGHT BUSHING. REVIEW OF THE ENG LOGBOOKS REVEALED A MAJOR OVERHAUL WAS PERFORMED IN 1969, APRX 793 HRS PRIOR TO THE FAILURE. THREE TOP OVERHAULS WERE PERFORMED. THE FIRST & SECOND PERFORMED AT ONE YEAR INTERVALS AFTER THE MAJOR. THE THIRD WAS PERFORMED 10 YEARS AFTER THE SECOND.

Brief of Accident (Continued)

File No. - 1933

12/24/88

STARKE, FL

A/C Reg. No. N9373B

Time (Lc1) - 1150 EST

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

Finding(s)

1. ENG ASSEMBLY, CRANKSHAFT COUNTERWEIGHTS/VIB DAMPER - LOOSE
2. ENGINE ASSEMBLY, CAMSHAFT - WORN
3. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
4. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - TREE(S)
6. TERRAIN CONDITION - NONE SUITABLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1834 12/27/88 WEST PALM BEACH, FL A/C Reg. No. N30564 Time (Lcl) - 2243 EST

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

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

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

Make/Model - CESSNA 177A	Eng Make/Model - LYCOMING O-360-A2F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DOTHAN, AL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LANTANA, FL	Runway Ident - N/A
Wind Dir/Speed- 120/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2400 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 1651
SE LAND	Months Since - 9	Make/Model- 1620
	Aircraft Type - C-177A	Instrument- 39
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days- 13
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT CONTACTED LAKE LAND TOWER IN FLT ABOUT 2115 AND WAS TOLD THAT NO FUEL WAS AVAILABLE. HE ELECTED TO CONTINUE FLT. THE PILOT EXPERIENCED AN ENGINE FAILURE DUE TO FUEL EXHAUSTION AFTER 4 HOURS AND 12 MINUTES OF FLIGHT. HE THEN EXECUTED A FORCED LANDING INTO TREES. THE PILOT STATED THAT HE REFUELED THE AIRCRAFT THE DAY BEFORE THE ACCIDENT BUT DID NOT PREFLIGHT THE AIRCRAFT AND VISUALLY CHECK THE FUEL LEVEL PRIOR TO FLIGHT.

Brief of Accident (Continued)

File No. - 1834

12/27/88

WEST PALM BEACH, FL

A/C Reg. No. N30564

Time (Lcl) - 2243 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)
5. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1833 12/31/88 CLEARWATER, FL A/C Reg. No. N70319 Time (Lcl) - 1315 EST

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

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

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

Make/Model - AIR COMMAND 532E	Eng Make/Model - ROTAX 532	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 475	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 64 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CLEARWATER, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CLEARWATER EXECUTIVE
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 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		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 71	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 3200
	Months Since - N/A	Make/Model - 46
	Aircraft Type - N/A	Instrument - 500
		Multi-Eng - 1000
		Last 24 Hrs - 1
		Last 30 Days - 20
		Last 90 Days - 46
		Rotorcraft - 46

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT SAID HE DID NOT REMEMBER ANYTHING ABOUT THE ACCIDENT. WITNESSES STATED THAT AT ABOUT 50 FT AGL ON FINAL APPROACH THE GYROCOPTER RAPIDLY DESCENDED. IT REMAINED LEVEL AND HIT HARD, ROLLING OVER ON IMPACT. WITNESSES STATED THAT THE ENGINE WAS RUNNING UNTIL IMPACT. THE STUDENT WAS A FORMER MILITARY PILOT.

Brief of Accident (Continued)

File No. - 1833

12/31/88

CLEARWATER, FL

A/C Reg. No. N70319

Time (Lc1) - 1315 EST

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1836 6/16/88 VALDOSTA,GA

A/C Reg. No. N6489

Time (Lcl) - 1100 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire

Flight Conducted Under -14 CFR 137

NONE

Accident Occurred During -MANEUVERING

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

Make/Model - SIKORSKY S-55B

Eng Make/Model - WRIGHT R-1300-3D

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 7200

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 700 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Age - 36

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE,COMMERCIAL

Current - YES

Total - 9800

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 6

Make/Model- UNK/NR

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - PA-28

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - 9000

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS IN A LEFT TURN AFTER A SWATH RUN AT ABOUT 50 FEET ABOVE GROUND LEVEL WHEN THE TAIL CONE FAILED. THE TAIL ROTOR AND GEAR BOX REMAINED ATTACHED TO THE TAIL BOOM BY THE CONTROL CABLES. THE RIGHT FRONT LANDING GEAR WAS DAMAGED DURING THE ENSUING AUTOROTATION. EXAMINATION OF THE HELICOPTER REVEALED SEVERE CORROSION ON THE FUSELAGE AND THE TAIL CONE. THE LOGBOOK REVEALED THAT THE ACFT HAD UNDERGONE AN ANNUAL INSPECTION 13 DAYS PRIOR TO THE ACCD.

Brief of Accident (Continued)

File No. - 1836

6/16/88

VALDOSTA,GA

A/C Reg. No. N6489

Time (Lcl) - 1100 EDT

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

Finding(s)

1. FUSELAGE - CORRODED
2. FUSELAGE - CRACKED
3. MISC ROTORCRAFT, TAIL CONE - CORRODED
4. MISC ROTORCRAFT, TAIL PYLON - SEPARATION
5. MAINTENANCE, ANNUAL INSPECTION - IMPROPER - COMPANY MAINTENANCE PSNL
6. MAINTENANCE, MAJOR REPAIR - NOT PERFORMED - COMPANY/OPERATOR MGMT

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

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) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1826 8/26/88 OCHLOCKNEE, GA A/C Reg. No. N4006P Time (Lcl) - 1630 EDT

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

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

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

Make/Model	- AYERS THRUSH S2R	Eng Make/Model	- P&W R-1340-AN-1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/008 KTS</p> <p>Visibility - 10.0 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 - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">OCHLOCKNEE, GA</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">OCHLOCKNEE</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 2000/ 25</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;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND, SE SEA, ME SEA</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 3</p> <p style="padding-left: 20px;">Aircraft Type - PA-18</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>- 15024</td> <td>Last 24 Hrs</td> <td>- 6</td> </tr> <tr> <td>Make/Model</td> <td>- 6000</td> <td>Last 30 Days</td> <td>- 60</td> </tr> <tr> <td>Instrument</td> <td>- 51</td> <td>Last 90 Days</td> <td>- 150</td> </tr> <tr> <td>Multi-Eng</td> <td>- 617</td> <td>Rotorcraft</td> <td>- 450</td> </tr> </table>	Total	- 15024	Last 24 Hrs	- 6	Make/Model	- 6000	Last 30 Days	- 60	Instrument	- 51	Last 90 Days	- 150	Multi-Eng	- 617	Rotorcraft	- 450
Total	- 15024	Last 24 Hrs	- 6															
Make/Model	- 6000	Last 30 Days	- 60															
Instrument	- 51	Last 90 Days	- 150															
Multi-Eng	- 617	Rotorcraft	- 450															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PILOT ALLOWED THE NOSE TO DROP RESULTING IN A COLLISION WITH THE GROUND. THE AIRPLANE HIT THE GROUND, RIGHT WING FIRST, AND TRAVELED ABOUT 500 FEET BEFORE STOPPING. THE PILOT HAD BEEN SPRAYING METHYL PARATHION ALL DAY AND STATED HE WAS VERY TIRED.

Brief of Accident (Continued)

File No. - 1826

8/26/88

OCHLOCKNEE,GA

A/C Reg. No. N4006P

Time (Lc1) - 1630 EDT

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

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
3. INATTENTIVE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1823 12/04/88 LAWRENCEVILLE, GA A/C Reg. No. N5518D Time (Lcl) - 1740 EST

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

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

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-D2J	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	- 160 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	WINNETT COUNTY
Wind Dir/Speed	ATC/Airspace	Runway Ident
320/004 KTS	Type of Flight Plan	- 07
Visibility	- NONE	Runway Lth/Wid
- 10.0 SM	Type of Clearance	- 4000/ 75
Lowest Sky/Clouds	- NONE	Runway Surface
- CLEAR	Type Apch/Lndg	- ASPHALT
Lowest Ceiling	- STRAIGHT-IN	Runway Status
- NONE		- 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	Current - YES	Total - 100
SE LAND	Months Since - 6	Make/Model - 20
	Aircraft Type - C-172	Instrument - UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER 3 FULL STOP LANDINGS, THE PILOT REPORTED THAT THE AIRPLANE WOULD NOT ACCELERATE TO LIFTOFF AIRSPEED ON 4TH TAKEOFF AFTER ROLLING ABOUT 2000 FEET. THE PILOT ELECTED TO ABORT THE TAKEOFF. THE AIRPLANE ROLLED OFF THE DEPARTURE END OF RUNWAY 07 AND NOSED OVER. THE WRECKAGE EXAMINATION DID NOT DISCLOSE ANY SYSTEM PROBLEM. THE TEMP/DEW POINT FELL WITHIN A RANGE WHERE CARB ICE WAS POSSIBLE.

Brief of Accident (Continued)

File No. - 1823

12/04/88

LAWRENCEVILLE, GA

A/C Reg. No. N5518D

Time (Lcl) - 1740 EST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
-

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

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) 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. - 1914 9/16/88 LIHUE, HI A/C Reg. No. N278KA Time (Lcl) - 1510 HST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-KENAI AIR OF HAWAII INC	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	-LANDING			0	0	0	6	

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

Make/Model	- BELL 206L	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4000	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 420 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	LIHUE
Wind Dir/Speed	- 130/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 2200 FT SCATTERED	- COMPANY (VFR)	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- UNK/NR
Obstructions to Vision	- NONE	- VFR	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- GRASS/TURF
Condition of Light	- DAYLIGHT	- STRAIGHT-IN	Runway Status
			- DRY

-----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 - 8021	Last 24 Hrs - 5
	Months Since - 9	Make/Model - 6051	Last 30 Days - 91
HELICOPTER	Aircraft Type - BH-206B	Instrument - 174	Last 90 Days - 291
			Rotorcraft - 8021

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING A LOCAL SIGHTSEEING FLIGHT, THE PILOT REPORTED THAT WHILE ON FINAL APPROACH FOR LANDING, THE AUDIO AND LIGHT FOR LOW RPM SOUNDED AND ILLUMINATED. THE HELICOPTER WAS AUTOROTATED. IT INITIALLY BOUNCED WHEN IT TOUCHED DOWN, THEN LANDED HARD. THE ENGINE WAS STILL RUNNING AFTER THE ACCIDENT. THE ENGINE WAS REMOVED AND PLACED ON A TEST CELL. ALL ENGINE PARAMETERS EXCLUDING THE SEAL VENT PRESSURE, WERE FOUND TO BE WITHIN LIMITS AS RECOMMENDED BY THE MANUFACTURER. AFTER CHANGING THE VENT ORIFICE FROM A NO. 2 TO A NO. 4 THE DISCREPANCY WAS CORRECTED.

Brief of Accident (Continued)

File No. - 1914

9/16/88

LIHUE, HI

A/C Reg. No. N278KA

Time (Lcl) - 1510 HST

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

Finding(s)

1. TURBINE ASSEMBLY, SEAL - INCORRECT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)

3. FLARE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1968 5/23/88 MARSHALLTOWN, IA A/C Reg. No. N4256B Time (Lcl) - 2030 CDT

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

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

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

Make/Model	- MCCURRY TAYLOR MONOPLANE	Eng Make/Model	- VOLKSWAGEN HAPI-VW	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	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		MARSHALLTOWN MUNICIPAL	
Wind Dir/Speed	- 040/016 KTS			Runway Ident	- 36
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 2800/ 50
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg	- FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- DUSK				

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

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 461	Last 24 Hrs - 0
SE LAND	Months Since - 20	Make/Model - 282	Last 30 Days - 6
	Aircraft Type - C-120	Instrument - 2	Last 90 Days - 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE HAD INTENTIONALLY SHUT DOWN THE ENGINE-- SO AS TO ATTEMPT A POWER OFF "DEADSTICK" LANDING. AS HE WAS DESCENDING, THE PILOT CHANGED HIS PLANS AND DECIDED TO RESTART THE ENGINE--BUT THE ENGINE WOULD NOT START. WHILE ATTEMPTING THE RE-START, THE WINDS ALOFT CARRIED THE AIRPLANE AWAY FROM THE AIRPORT. THE PILOT DID NOT COMPENSATE FOR THE WINDS AND CRASH LANDED IN A DITCH, JUST SHORT OF THE AIRPORT. A POST-CRASH INSPECTION OF THE ENGINE REVEALED NO PRE-EXISTING MECHANICAL DISCREPANCIES.

Brief of Accident (Continued)

File No. - 1968

5/23/88

MARSHALLTOWN, IA

A/C Reg. No. N4256B

Time (Lcl) - 2030 CDT

Occurrence #1 LOSS OF ENGINE POWER

Phase of Operation APPROACH

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. PLANNED APPROACH - POOR - PILOT IN COMMAND
4. IGNITION SYSTEM - SWITCHED OFF
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
8. COMPLACENCY - PILOT IN COMMAND
9. FUEL SYSTEM - EXCESSIVE - PILOT IN COMMAND
10. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
11. SELF-INDUCED PRESSURE - PILOT IN COMMAND
12. WEATHER CONDITION - UNFAVORABLE WIND
13. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
14. DIVERTED ATTENTION - PILOT IN COMMAND
15. DISTANCE - MISJUDGED - PILOT IN COMMAND
16. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - EMERGENCY

Finding(s)

17. TERRAIN CONDITION - DITCH
18. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,18

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,9,11,12,13,14,15,16,17

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1839 8/08/88 ELDORA,IA A/C Reg. No. N9612P Time (Lcl) - 0700 CDT

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

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

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2C5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ELDORA,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 300
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-----

PILOT WAS SPRAYING A BEAN FIELD WHEN A WITNESS SAW HIS AIRCRAFT STRIKE THE GROUND. THE AIRCRAFT THEN CLIMBED TO APPROXIMATELY 200 FEET AND LEVELED OFF. IT THEN BEGAN A GENTLE CLIMB, THEN ENTERED A SPIN AND DESENDED INTO THE GROUND. EXAMINATION OF THE AIRCRAFT FOUND NO PRE-IMPACT MECHANICAL PROBLEMS.

Brief of Accident (Continued)

File No. - 1839

8/08/88

ELDORA, IA

A/C Reg. No. N9612P

Time (Lcl) - 0700 CDT

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

Finding(s)

1. TERRAIN CONDITION - CROP
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. STALL/SPIN - UNCONTROLLED -
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1859 9/22/88 BELLE PLAINES, IA A/C Reg. No. N6022C Time (Lcl) - 1808 CDT

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

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

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

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A2G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	IOWA CITY, IA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	FORT DODGE, IA	
Wind Dir/Speed- 330/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWERS		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 41	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 223
SE LAND	Months Since - 7	Make/Model- 150
	Aircraft Type - BE-23	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT RECEIVED A FULL WEATHER BRIEFING PRIOR TO DEPARTURE DURING WHICH HE WAS ADVISED THAT VFR FLIGHT WAS NOT RECOMMENDED. IN ADDITION HE WAS ADVISED THAT, WHILE CONDITIONS WERE FORECAST TO IMPROVE, THE POSSIBILITY FOR SCATTERED THUNDERSTORMS CONTINUED TO EXIST. WHILE IN FLIGHT, THE PILOT WAS ADVISED TWICE THAT WEATHER CELLS WERE IN HIS FLIGHT PATH AND WAS OFFERED RADAR VECTORS AROUND THEM. HE CHOSE NOT TO BE VECTORED UNTIL AFTER HE HAD ENTERED AN AREA OF HEAVY RAIN. AFTER TURNING 80 DEGREES TO THE RIGHT RADAR CONTACT WAS LOST AND THE AIRCRAFT DESCENDED INTO A GRAVEL ROAD IN A STEEP NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 1859

9/22/88

BELLE PLAINES, IA

A/C Reg. No. N6022C

Time (Lcl) - 1808 CDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - THUNDERSTORM
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND

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

Finding(s)

5. IN FLIGHT WEATHER ADVISORIES - DISREGARDED - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
7. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - ROADWAY/HIGHWAY

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

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

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. - 1935 11/22/88 CLINTON,IA A/C Reg. No. N20GF Time (Lcl) - 1430 CST

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

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

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

Make/Model - AEROSPATIALE TB-21	Eng Make/Model - LYCOMING TIO-540-AB1AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3083	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WAUKEGAN,IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OMAHA,NE	
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 158
SE LAND	Months Since - 4	Make/Model- 32
	Aircraft Type - UNK/NR	Instrument- 33
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 40
		Last 90 Days- 94
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT WHILE CRUISING AT 10,000' & MONITORING THE ENG INSTRUMENTS IN A NORMAL MANNER, POWER WAS SUDDENLY LOST AS IF BY FUEL STARVATION. HE STATED THAT EMERG PROCEDURES WERE PERFORMED, BUT HE WAS UNABLE TO RESTART THE ENG IN SPITE OF FUEL IN BOTH TANKS. HE TRIED TO GLIDE TO AN ARPT, BUT WAS UNABLE. DRG AN EMERG LANDING, THE NOSE & RGT MAIN GEAR COLLAPSED AFTER THE ACFT ROLLED ABOUT 20 TO 30 YDS IN SOFT TERRAIN. NO SPECIFIC MECHANICAL PROBLEM WAS FOUND THAT WOULD HAVE RESULTED IN A LOSS OF ENG POWER.

Brief of Accident (Continued)

File No. - 1935

11/22/88

CLINTON, IA

A/C Reg. No. N20GF

Time (Lc1) - 1430 CST

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
4. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1845 8/07/88 CRESTWOOD, IL A/C Reg. No. N2098R Time (Lcl) - 0645 CDT

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

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

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

Make/Model	- PIPER PA-28	Eng Make/Model	- LYCOMING O-320-D3G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2335	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</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 GRIFFITH, IN</p> <p>Destination PEORIA, IL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data CRESTWOOD</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 3059/ 40</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 92
	Months Since - N/A	Make/Model- 76
	Aircraft Type - N/A	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- 12
		Last 90 Days- 63
		Rotorcraft - 4

Instrument Rating(s) - NONE

-----Narrative-----

AIRPLANE COLLIDED WITH A UNATTENDED PARKED HELICOPTER AFTER LEAVING THE RUNWAY DURING AN ATTEMPTED LANDING. THE PIC RELATES THAT SHORTLY AFTER HIS DEPARTURE ON A CROSS COUNTRY FLIGHT HE BECAME SICK WITH SEVERE CRAMPS, NAUSEA AND CHILLS. HE ELECTED TO DIVERT FROM HIS PLANNED DESTINATION AND LAND AT ANOTHER AIRPORT. DURING THE LANDING, DIRECTIONAL CONTROL WAS LOST.

Brief of Accident (Continued)

File No. - 1845

8/07/88

CRESTWOOD, IL

A/C Reg. No. N2098R

Time (Lcl) - 0645 CDT

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

Finding(s)

1. PHYSICAL IMPAIRMENT - 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)

2. OBJECT - AIRCRAFT PARKED
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1903 11/02/88 SPRINGFIELD, IL A/C Reg. No. N5596C Time (Lcl) - 0848 CST

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

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

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

Make/Model - CESSNA 170A	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LAYFAYETTE, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CAPITAL
Wind Dir/Speed- 130/012 KTS		Runway Ident - 04
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 7999/ 150
Lowest Sky/Clouds - N/A	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 25000 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3442
SE LAND, ME LAND, SE SEA	Months Since - 14	Make/Model- 500
	Aircraft Type - C-170	Instrument- UNK/NR
		Multi-Eng - 50
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 5
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE CONVENTIONAL LANDING GEAR EQUIPPED AIRPLANE WAS SUBSTANTIALLY DAMAGED WHEN IT NOSED DOWN AFTER GROUND LOOPING DURING A LANDING ATTEMPT. VMC PREVAILED AND A 90 DEGREE RIGHT CROSSWIND, BLOWING AT 12 KNOTS, WAS PRESENT. THE PILOT RELATES IN HIS STATEMENT THAT AFTER TOUCHDOWN THE AIRPLANE TURNED RIGHT AND THE LEFT WING WENT DOWN. THE AIRPLANE NOSED DOWN WHEN THE MAIN LANDING GEAR LEFT THE RUNWAY.

Brief of Accident (Continued)

File No. - 1903

11/02/88

SPRINGFIELD,IL

A/C Reg. No. N5596C

Time (Lc1) - 0848 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1936 11/28/88 FRANKFORT,IL

A/C Reg. No. N1098P

Time (Lcl) - 1015 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL OBSERVATION

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire
NONE

Crew
Pass

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

Make/Model - MCDONNELL DOUGLAS 269C

Landing Gear - SKID

Max Gross Wt - 2050

No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-D1A

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 190 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NWS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 270/013 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 20000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KANKAKEE,IL

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)

COMMERCIAL,CFI

SE LAND,ME LAND

HELICOPTER

Age - 44

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 850

Make/Model- 610

Instrument- UNK/NR

Multi-Eng - 50

Last 24 Hrs - 4

Last 30 Days- 55

Last 90 Days- 100

Rotorcraft - 650

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER EXPERIENCED A TREE STRIKE WITH THE MAIN ROTOR BLADES AND THEN ROLLED OVER WHEN IT STRUCK THE GROUND DURING A PRECAUTIONARY LANDING ATTEMPT. THE HELICOPTER HAD BEEN CONDUCTING CONTRACT POWER LINE PATROL WHEN THE PIC NOTED AN APPARENT PARTIAL POWER LOSS DURING A LOW ALTITUDE, LOW AIRSPEED TURN. THE PIC HAD NOTED ENGINE RPM BETWEEN 2500-2600 WITH NO NEEDLE SPLIT WHEN HE ELECTED TO ATTEMPT THE LANDING. THE ENG OPERATED NORMALLY AFTERWARD.

Brief of Accident (Continued)

File No. - 1936

11/28/88

FRANKFORT, IL

A/C Reg. No. N1098P

Time (Lc1) - 1015 CST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. AIRCRAFT PERFORMANCE, HELICOPTER HOVER PERFORMANCE - EXCEEDED
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1863 8/12/88 NOBLESVILLE, IN A/C Reg. No. N562D Time (Lcl) - 2030 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA 210B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-S
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 - VMC
Wind Dir/Speed- 190/003 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
NOBLESVILLE, IN
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

NOBLESVILLE
Runway Ident - 27
Runway Lth/Wid - 3600/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 453 Last 24 Hrs - 1
Make/Model- 194 Last 30 Days- 3
Instrument- 89 Last 90 Days- 6
Multi-Eng - 23 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT FIVE MINUTES AFTER DEPARTURE FROM RUNWAY 9 THE AIRCRAFT COLLIDED WITH A VEHICLE AND TERRAIN SHORT OF RUNWAY 27, SLIDING TO A STOP ON RUNWAY 27. AT THE INITIAL POINT OF CONTACT OF THE PROPELLER A BIRD GUARD (PLUG) FOR THE COWLING WAS LOCATED. ANOTHER BIRD GUARD WAS LOCATED ALONG THE DEBRIS PATH LEADING TO THE MAIN WRECKAGE. A PILOT WHO IDENTIFIED HIMSELF AS THE PREVIOUS USER OF THE AIRCRAFT STATED THAT HE HAD LEFT THE GUARDS IN THE COWLING AFTER HIS PREVIOUS FLIGHT. NO WITNESSES WERE LOCATED WHO SAW THE PREFLIGHT PRIOR TO THE ACCIDENT FLIGHT AND NO WITNESSES TO THE ACTUAL IMPACT WERE LOCATED.

Brief of Accident (Continued)

File No. - 1863

8/12/88

NOBLESVILLE, IN

A/C Reg. No. N562D

Time (Lcl) - 2030 EST

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

Finding(s)

1. COOLING SYSTEM, COWLING - BLOCKED(PARTIAL)
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. AIRCRAFT PROTECTIVE COVERING - DISREGARDED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - VEHICLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1847 9/03/88 BERKELEY, KY A/C Reg. No. N52655 Time (Lcl) - 1115 CDT

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

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

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

Make/Model	- CESSNA 177RG	Eng Make/Model	- LYCOMING IO-360-A1B6	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- IN PERSON	SPRINGFIELD, MO	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	HOPKINSVILLE, KY	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 4.000 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 400 FT	Type of Clearance	- N/A
Lowest Ceiling	- 400 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- FOG		
Precipitation	- RAIN		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 705
SE LAND	Months Since - 16	Make/Model	- 228
	Aircraft Type - C-177RG	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 11
		Last 30 Days	- 25
		Last 90 Days	- 30
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE DEPARTED WITH 6 HRS OF FUEL ON BOARD. HE ENCOUNTERED LOW CEILINGS WHILE EN ROUTE, AND FLEW AT 3-500 FT AGL TO MAINTAIN VFR. ABOUT 3 HRS & 15 MINUTES AFTER DEPARTURE, THE ENGINE SPUTTERED AND LOST POWER. THE PLT MADE A FORCED LDG IN TREES. WHILE SECURING THE AIRPLANE, HE OBSERVED THE FUEL SELECTOR IN THE "LEFT" (TANK) POSITION INSTEAD OF IN THE "BOTH" POSITION WHERE HE NORMALLY POSITIONED IT FOR FLIGHT. POST-CRASH EXAM OF THE AIRPLANE AT THE SITE BY AN IA MECHANIC REVEALED THAT THE RIGHT TANK WAS COMPLETELY FULL OF FUEL. THE LEFT TANK WAS IMPACT DAMAGED & CONTAINED ONLY ABOUT A PINT OF FUEL. THE PLT NOTED THAT THE AIRPLANE FUEL GAUGES WERE NOT OPERATIONAL, AND THAT HE KEPT TRACK OF FUEL CONSUMPTION BY ELAPSED TIME AND KNOWN AVERAGE FUEL FLOW PER HOUR.

Brief of Accident (Continued)

File No. - 1847

9/03/88

BERKELEY, KY

A/C Reg. No. N52655

Time (Lc1) - 1115 CDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
4. CHECKLIST - NOT USED - PILOT IN COMMAND
5. 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)

6. OBJECT - TREE(S)

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

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

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. - 1840 11/17/88 PIKEVILLE, KY A/C Reg. No. N2840Q Time (Lcl) - 1945 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	1
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA 172	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	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	HAGERSTOWN, MD	
Completeness	Destination	Airport Data
Basic Weather	PIKEVILLE, KY	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- VFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- N/A
Obstructions to Vision	Type Apch/Lndg	Runway Status
Precipitation	- STRAIGHT-IN	- N/A
Condition of Light	FORCED LANDING	

-----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
SE LAND	Months Since	- 12	Make/Model
	Aircraft Type	- C-172	Instrument
			7
			225
			Last 24 Hrs
			- 0
			Last 30 Days
			- 18
			Last 90 Days
			- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD FLOWN ABOUT 3.7 HOURS AND WAS ABOUT 2 MILES FROM HIS DESTINATION AIRPORT WHEN THE ENGINE STOPPED AND HE WAS FORCED TO LAND IN A SWAMP. THE PILOT HAD TOPPED OFF THE ACFT SO THAT IT CONTAINED 42 GALLONS OF FUEL (38 GALLONS OF USABLE FUEL). THE WRECKAGE EXAMINATION INDICATED THAT THE FUEL SYSTEM WAS TOTALLY VOID OF FUEL. THE PILOT DID NOT ATTEMPT TO LAND AT ANOTHER AIRPORT TO REFUEL EVEN THOUGH THE FLIGHT CAME WITHIN 5 MILES OF AN AIRPORT WHERE THERE WAS FUEL AVAILABLE. THE PILOT FAILED TO PROPERLY COMPUTE HIS FUEL CONSUMPTION FOR THE EXISTING HEADWIND CONDITIONS.

Brief of Accident (Continued)

File No. - 1840

11/17/88

PIKEVILLE, KY

A/C Reg. No. N2840Q

Time (Lcl) - 1945 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT OBTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
6. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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. - 1881

1/08/88

MONROE, LA

A/C Reg. No. N79SF

Time (Lcl) - 0519 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -PHOENIX AIR
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - GATES LEARJET 36A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 18000
No. of Seats - 2

Eng Make/Model - GARRETT TFE-731-2-2B
Number Engines - 2
Engine Type - TURBOFAN
Rated Power - 3500 LBS THRUST

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 020/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MEMPHIS, TN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MONROE REG.
Runway Ident - 04
Runway Lth/Wid - 7507/ 150
Runway Surface - ASPHALT
Runway Status - ICE COVERED

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - LR-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3355	Last 24 Hrs	- UNK/NR
Make/Model-	528	Last 30 Days-	UNK/NR
Instrument-	358	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CREW WAS EXECUTING THE ILS APPROACH AND HAD TURNED BACK INBOUND ON THE PROCEDURE TURN TO THE OUTER MARKER WHEN THE CO-PILOT STATED THEY WERE 5.9 DME IN A CALM VOICE WITH NO INDICATION OF A PROBLEM. IMPACT WITH THE GROUND OCCURRED AT ABOUT 5.9 DME, APPROXIMATELY 10 STATUTE MILES FROM THE AIRPORT, WHILE THE AIRCRAFT WAS IN A SLIGHT NOSEUP, SLIGHT RIGHT WING DOWN ATTITUDE, WITH A HIGH VERTICAL RATE OF DESCENT, AND A HIGH FORWARD SPEED. THE AIRCRAFT WAS DEMOLISHED. NO EVIDENCE OF A PRE-IMPACT FAILURE OR MALFUNCTION OF THE AIRCRAFT OR ITS SYSTEMS COULD BE FOUND. THE COPILOT WAS NOT RATED IN THE AIRCRAFT AND HAD LOGGED A TOTAL OF 7.9 HOURS OF JET TIME IN HIS PERSONAL LOGBOOK.

Brief of Accident (Continued)

File No. - 1881

1/08/88

MONROE, LA

A/C Reg. No. N79SF

Time (Lcl) - 0519 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. DESCENT - EXCESSIVE - PILOT IN COMMAND
2. INATTENTIVE - PILOT IN COMMAND
3. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT/SECOND PILOT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1944 12/22/88 HOUMA, LA A/C Reg. No. N6444U Time (Lcl) - 1723 CST

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

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

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

Make/Model - MOONEY M20C	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KEYSTONE HTS, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HOUMA-TERREBONE
Wind Dir/Speed- 170/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3500/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 1200 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1141
SE LAND	Months Since - 9	Last 24 Hrs - 5
	Aircraft Type - M20C	Make/Model- 420
		Instrument- 215
		Last 30 Days- 8
		Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS ON AN IFR FLIGHT PLAN BUT WAS IN VFR CONDITIONS WHEN THE COMMUNICATIONS RADIOS FAILED. PILOT USED HAND HELD TRANSCEIVER, BUT COMMUNICATIONS WERE NOT SATISFACTORY. PILOT ELECTED TO CONTINUE TO DESTINATION BUT DID NOT DECLARE AN EMERGENCY NOR ASK FOR VECTORS TO THE AIRPORT. ATC STARTED VECTORS TO THE AIRPORT ONE MILE FROM AIRPORT, JUST BEFORE END OF FLIGHT. THE AIRPLANE RAN OUT OF FUEL AND THE PILOT MADE A FORCED LANDING.

Brief of Accident (Continued)

File No. - 1944

12/22/88

HOUMA, LA

A/C Reg. No. N6444U

Time (Lcl) - 1723 CST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. COMM/NAV EQUIPMENT - FAILURE, TOTAL
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1818

6/25/88

NEWBURYPORT, MA

A/C Reg. No. N51711

Time (Lcl) - 1045 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - BELL 47J2

Landing Gear - SKID

Max Gross Wt - 2850

No. of Seats - 4

Eng Make/Model - LYCOMING O-540

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 260 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- 320/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEWBURYPORT, MA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 46

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1845

Make/Model- 87

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- 14

Last 90 Days- 37

Rotorcraft - 1300

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER DEPARTED RUNWAY 10 AT PLUM ISLAND AIRPORT, TURNED LEFT OVER THE PLUM ISLAND RIVER AND SHORTLY THEREAFTER THE ENGINE QUIT. THE PILOT STATED THAT NO WARNING WAS NOTED AND A CHECK OF THE INSTRUMENTS INDICATED NO PROBLEMS. HE FURTHER STATED THAT THE ENGINE MADE NO UNUSUAL NOISES. THE HELICOPTER WAS AUTOROTATED INTO WATER. THE OCCUPANTS WERE RESCUED BY A PRIVATE CITIZEN. EXAMINATION OF THE HELICOPTER AFTER THE ACCIDENT REVEALED NOTHING THAT WOULD HAVE CAUSED THE ENGINE TO FAIL. WITNESSES NOTED NO GASOLINE IN OR ON THE WATER. EXAMINATION OF THE ACFT LATER SHOWED ABOUT 1 GAL OF FUEL IN THE RT TANK AND AN UNDETERMINED AMOUNT OF FUEL AND SALT WATER IN THE LEFT TANK.

Brief of Accident (Continued)

File No. - 1818

6/25/88

NEWBURYPORT, MA

A/C Reg. No. N51711

Time (Lc1) - 1045 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - WATER

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1878 7/27/88 CANTON, MA A/C Reg. No. N52865 Time (Lcl) - 1400 EDT

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

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

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

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

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

<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- 190/007 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - 700 FT SCATTERED</p> <p>Lowest Ceiling - 1200 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point NORWOOD, MA</p> <p>Destination FITCHBURG, MA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data NORWOOD</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4007/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</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)
COMMERCIAL	Current - YES	Total - 1350
SE LAND, ME LAND	Months Since - 12	Make/Model- 1000
	Aircraft Type - C-177RG	Instrument- 158
		Multi-Eng - 10
		Last 24 Hrs - 0
		Last 30 Days- 1
		Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB FROM TAKEOFF, THE ENGINE LOST TOTAL POWER AND AN EMERGENCY LANDING WAS MADE ON A HIGHWAY. THE LEFT WING AND HORIZONTAL STABILIZER STRUCK A GUARDRAIL WHEN THE PILOT WAS MANEUVERING TO AVOID A TRUCK. A POST-CRASH INSPECTION OF THE ENGINE REVEALED WATER IN THE FUEL LINE BETWEEN THE FUEL PUMP AND FUEL INJECTOR AND IN THE FUEL INJECTION UNIT.

Brief of Accident (Continued)

File No. - 1878

7/27/88

CANTON,MA

A/C Reg. No. N52865

Time (Lcl) - 1400 EDT

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

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. FLUID,FUEL - WATER
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROADWAY/HIGHWAY
5. OBJECT - VEHICLE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1946

8/10/88

PLYMOUTH, MA

A/C Reg. No. N2232K

Time (Lc1) - 1905 EDT

-----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 - TAKEOFF

Fire
NONE

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

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1260
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/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- 260/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PLYMOUTH, MA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PLYMOUTH
Runway Ident - 24
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - LUSCOMB

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	549	Last 24 Hrs -	1
Make/Model-	382	Last 30 Days-	UNK/NR	
Instrument-	42	Last 90 Days-	13	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS TAKING OFF ON A HARD PACKED, GRASSY AREA BESIDE A PAVED RWY WITH A 12 KT HEADWIND. AFTER THE TAIL WAS RAISED, AND AT A POINT 900 FT FROM THE BEGINNING OF THE ROLL, THE ACFT SUDDENLY NOSED OVER. EXAMINATION OF THE BROKEN RIGHT MAIN LANDING GEAR LEG REVEALED EVIDENCE OF A PRE-EXISTING CRACK AROUND 3/4 OF THE LEG AND A FRESH BREAK ON THE REMAINING 1/4 OF THE LEG. ACCORDING TO A FAA OPS INSP WHO PARTICIPATED IN THE INVESTIGATION, COMPLETE FRACTURE OF THE LEG "RESULTED IN THE SHAFT EXTENDING. THIS EXTENSION CAUSED THE MECHANICAL BRAKES TO BE APPLIED TO THE RIGHT WHEEL, LOCKING UP THE BRAKE AND FLIPPING THE A/C ON ITS BACK."

Brief of Accident (Continued)

File No. - 1946

8/10/88

PLYMOUTH, MA

A/C Reg. No. N2232K

Time (Lc1) - 1905 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL
 2. LANDING GEAR, MAIN GEAR STRUT - PREVIOUS DAMAGE
 3. BRAKES(NORMAL) - INADVERTENT ACTIVATION -
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1951 8/16/88 LAKEVILLE, MA A/C Reg. No. N9022L Time (Lcl) - 2004 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	1	0
Flight Conducted Under - 14 CFR 91		Pass 0	0	0	1
Accident Occurred During - LANDING					

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

Make/Model - CHAMPION 7ECA	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1659	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TAUNTON, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 357
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 14
		Instrument- 70
		Last 30 Days- 12
		Last 90 Days- 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE ACFT OWNER, N9022L'S FUEL TANKS WERE ONLY ONE QUARTER FULL OF FUEL WHEN THE PLT TOOK OFF. THE PAX SAID THAT AFTER ABOUT AN HOUR OF FLYING THE ENGINE BEGAN TO RUN ROUGHLY AND THEN IT FINALLY QUIT. THE PLT MADE AN UNSUCCESSFUL FORCED LANDING. AN FAA INSPECTOR VERIFIED THAT THE ACFT FUEL TANKS CONTAINED ONLY A RESIDUAL AMOUNT OF FUEL AT THE ACCIDENT SITE. LATER THE ENGINE WAS SUCCESSFULLY TEST RUN.

Brief of Accident (Continued)

File No. - 1951

8/16/88

LAKEVILLE, MA

A/C Reg. No. N9022L

Time (Lcl) - 2004 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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) 1,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1945 8/31/88 MANSFIELD, MA A/C Reg. No. N9087D Time (Lcl) - 2115 EDT

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NORWOOD, MA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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)
COMMERCIAL, CFI	Current - YES	Total - 1152
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - PA-28	Make/Model - 500
		Instrument - 52
		Last 30 Days - 25
		Last 90 Days - 86
		Multi-Eng - 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT, WITH A CFI AND STUDENT ON BOARD, HAD JUST MADE A TOUCH AND GO LANDING AND WAS ABOUT ONE MILE FM THE ARPT, CLIMBING TO CRUISE, WHEN THE ENG LOST POWER. IT WAS DARK AND THE PILOT ATTEMPTED A LANDING ON A STATE HIGHWAY. THE ACFT COLLIDED WITH A TRAFFIC ISLAND ON THE ROADWAY AND CAME TO REST IN THE FRONT YARD OF A RESIDENCE. AN FAA INSPECTOR WHO EXAMINED THE WRECKAGE SAID THE LEFT TANK WAS 1/4 TO 1/2 FULL OF FUEL, THE RIGHT TANK WAS EMPTY, AND THE GASCOLATOR BOWL CONTAINED ABOUT 3 OZ OF FUEL. THE FUEL SELECTOR WAS FOUND IN THE OFF POSITION BUT THE PLT TOLD THE INSPECTOR THAT HE TURNED SELECTOR OFF AFTER THE ACFT.

Brief of Accident (Continued)

File No. - 1945

8/31/88

MANSFIELD, MA

A/C Reg. No. N9087D

Time (Lcl) - 2115 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND(CFI)
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

5. TERRAIN CONDITION - ROADWAY/HIGHWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1838 10/26/88 NORWOOD, MA

A/C Reg. No. N8PX

Time (Lcl) - 1200 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	1	0
Crew	0	0	0	0
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 - BEECH 60
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6725
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-541-G1C4
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 380 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORWOOD, MA
Destination
WEST BOW, MA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 37
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 - 4800
Make/Model- 120
Instrument- 445
Multi-Eng - 2500
Last 24 Hrs - 0
Last 30 Days- 3
Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD JUST CLIMBED TO 2500 FEET WHEN THE RIGHT ENGINE STARTED TO SPUTTER. WHEN HE PLACED THE FUEL SELECTOR IN CROSSFEED, BOTH ENGINES QUIT. THE PILOT ELECTED TO LAND IN A FIELD LEADING TO SUBSTANTIAL DAMAGE TO THE NOSE, WINGS, AND TAIL SECTION OF THE AIRCRAFT. A POST CRASH INSPECTION OF FUEL SYSTEM REVEALED NO FUEL IN THE TANKS OR THE FUEL METERING UNITS FOR EITHER ENGINE. THE PLT STATED AFTER THE ACCD THAT THE LAST TIME HE REFUELED THE ACFT WAS SEVERAL WEEKS BEFORE AND THAT IT HAD BEEN FLOWN SEVERAL TIMES SINCE ITS LAST REFUELING.

Brief of Accident (Continued)

File No. - 1838

10/26/88

NORWOOD,MA

A/C Reg. No. N8PX

Time (Lcl) - 1200 EDT

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

Finding(s)

1. ALL ENGINES -
2. FLUID,FUEL - EXHAUSTION
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - TREE(S)
6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2000 12/22/88 HYANNIS,MA

A/C Reg. No. N5465P

Time (Lcl) - 1500 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 360/010 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
BRIDGEPORT,CT
Destination
HYANNIS,MA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BARNSTABLE
Runway Ident - 33
Runway Lth/Wid - 3999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 52
Last 24 Hrs - 7
Make/Model- 52
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RUNWAY AND HIT A LANDING LIGHT AND TERRAIN AS THE PILOT ATTEMPTED TO MAKE A CROSSWIND LANDING,
AT BARNSTABLE AIRPORT, HYANNIS, MA.

Brief of Accident (Continued)

File No. - 2000

12/22/88

HYANNIS,MA

A/C Reg. No. N5465P

Time (Lcl) - 1500 EST

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

Finding(s)

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

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

Finding(s)

4. OBJECT - RUNWAY LIGHT

----Probable Cause----

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

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. - 1966

5/29/88

W. PERU, ME

A/C Reg. No. N54368

Time (Lcl) - 1600 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

IN FLIGHT

Crew

0

0

0

1

Pass

0

0

0

0

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

Make/Model - PIPER PA-28-140

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2050

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 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 - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SWANS FIELD

Runway Ident - 33

Runway Lth/Wid - 2000/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 56

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 130

Make/Model- 65

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 COCKPIT OF THE PIPER PA-28 FILLED WITH SMOKE AFTER TAKEOFF, AT AN ALTITUDE OF APPROXIMATELY 800 FT. THE PILOT TRIED TO LAND ON A ROAD AND STRUCK TREES, SHEARING OFF THE WINGS. THE FUSELAGE LANDED ON A ROAD, INVERTED AND WAS IMMEDIATELY ENFULFED IN FLAMES. THE STUDENT PILOT ESCAPED WITH NO INJURIES. THE CAUSE OF THE FIRE WAS NOT DETERMINED AS THE ENTIRE COCKPIT AREA WAS DESTROYED.

Brief of Accident (Continued)

File No. - 1966

5/29/88

W. PERU, ME

A/C Reg. No. N54368

Time (Lcl) - 1600 EDT

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. FUSELAGE, CREW COMPARTMENT - SMOKE
3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1947 6/18/88 STEEP FALLS, ME A/C Reg. No. N94037 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	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	- ERCOUPE 415C	Eng Make/Model	- CONTINENTAL C-85-12	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1260	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	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	LININGTON	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident	- 11
Visibility	- 5.0 SM	Type of Flight Plan	Runway Lth/Wid	- 3000/ 45
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- DRY
Obstructions to Vision	- HAZE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 44	Last 24 Hrs - 0
	Months Since - N/A	Make/Model - 9	Last 30 Days - 0
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ERCOUPE 415C TOOK OFF TO PRACTICE TOUCH AND GO'S WITH A STUDENT PILOT IN THE LEFT SEAT AND ON THE CONTROLS. IN THE RIGHT SEAT WAS A PRIVATE PILOT WHO WAS LISTED AS A PILOT RATED PASSENGER. BOTH OCCUPANTS WERE CO-OWNERS OF THE AIRCRAFT. THE STUDENT PILOT FLARED HIGH AND MADE A HARD LANDING ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 1947

6/18/88

STEEP FALLS, ME

A/C Reg. No. N94037

Time (Lc1) - 1430 EDT

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

Finding(s)

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

-----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. - 1876

7/11/88

FRYEBURG, ME

A/C Reg. No. N84493

Time (Lcl) - 0025 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew
Pass

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - 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- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
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

EASTERN SLOPE REGIONAL
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 - 35
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 160
Make/Model- 60
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 WITNESSES, THE PILOT HAD BEEN DRINKING AND TWO FRIENDS DROVE HIM TO THE AIRPORT AND WATCHED AS HE DEPARTED. THEY NOTED THAT THE AIRCRAFT WAS CLIMBING STEEPLY AFTER LIFTOFF AND THEN OBSERVED THE AIRCRAFT'S ROTATING BEACON AS THE AIRCRAFT SPIRALED TO THE GROUND. THE TOX REPORT REVEALED ETHYL ALCOHOL LEVELS OF 0.24% AND 0.19% IN THE PILOT'S URINE AND BLOOD, RESPECTIVELY.

Brief of Accident (Continued)

File No. - 1876

7/11/88

FRYEBURG, ME

A/C Reg. No. N84493

Time (Lcl) - 0025 EDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
 3. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 4. LIGHT CONDITION - DARK NIGHT
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1877 8/05/88 OAKLAND, ME A/C Reg. No. N6286N Time (Lcl) - 1030 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - BELL 47G3B-1
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AUGUSTA, ME
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 60

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - BH-47G

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 14000	Last 24 Hrs	- 0
Make/Model-	430	Last 30 Days-	40
Instrument-	2400	Last 90 Days-	55
Multi-Eng	- 10000	Rotorcraft	- 430

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL PHOTOGRAPHY FLT, THE PILOT WAS MANEUVERING AT 30 FT, AT 25 MPH AND MAKING A RIGHT TURN OVER A LAKE WHEN THE NOSE OF THE HELICOPTER SWUNG TO THE RIGHT UNEXPECTEDLY. HE STATED THAT "WHEN THE AIRCRAFT ENTERED THE UNEXPECTED SWING TO THE RIGHT I ONLY HAD TIME TO REALIZE THAT I LOST TAIL ROTOR EFFECTIVENESS AND ATTEMPT TO ACCELERATE FORWARD WITH CYCLIC BEFORE WATER IMPACT." THE PHOTOGRAPHER HAD PHOTOGRAPHED A CAMP AND WATER SKIERS AND HAD ASKED THE PILOT TO MANEUVER NEAR A BOAT, OVER A FLOAT, WHEN THE LOSS OF CONTROL OCCURRED.

Brief of Accident (Continued)

File No. - 1877

8/05/88

OAKLAND, ME

A/C Reg. No. N6286N

Time (Lcl) - 1030 EDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. TAIL ROTOR PEDALS - IMPROPER USE OF - PILOT IN COMMAND
 3. DIVERTED ATTENTION - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - WATER
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1983 8/11/88 BIDDEFORD, ME

A/C Reg. No. N14861

Time (Lcl) - 1030 EDT

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

Type Operating Certificate-EXTERNAL LOAD

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
1

None
1
0

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

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

Eng Make/Model - LYCOMING VO-435-B1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/004 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORTLAND, ME
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BIDDEFORD
Runway Ident - 06
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 59

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - BH-47

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

Total - 14000
Make/Model- 430
Instrument- 2400
Multi-Eng - 10000
Last 24 Hrs - 0
Last 30 Days- 40
Last 90 Days- 55
Rotorcraft - 430

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER MADE AN APPROACH TO A LOW HOVER ABOVE A HARD SURFACED RWY. THE HELICOPTER WAS SLOWLY AIR TAXIING WHEN THE PLT FELT THE HELICOPTER BECOME UNSTABLE DIRECTIONALLY AND HE CONSIDERED MAKING A RUN-ON LANDING. HOWEVER, BEFORE HE COULD MAKE THE LANDING THE PILOT SAID "THE NOSE STARTED GOING TO THE RIGHT VERY QUICKLY AND I ATTEMPTED TO ACCELERATE CAREFULLY FORWARD WHICH DIDN'T WORK". THE AIRCRAFT RAPIDLY WENT THROUGH ABOUT 360 DEG OF TURN BEFORE STRIKING THE GROUND IN A LEVEL ATTITUDE. THE TEMP AT THE TIME OF THE ACFT WAS 90 DEG F RESULTING IN A DENSITY ALT OF 2200 FT.

Brief of Accident (Continued)

File No. - 1983

8/11/88

BIDDEFORD, ME

A/C Reg. No. N14861

Time (Lc1) - 1030 EDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - 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. - 1976 12/17/88 STACYVILLE, ME A/C Reg. No. N6558P Time (Lcl) - 1615 EST

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

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

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-N2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</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;">BANGOR, ME</p> <p>Destination</p> <p style="padding-left: 20px;">WATERVILLE, ME</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - N/A</p> <p style="padding-left: 20px;">Months Since - N/A</p> <p style="padding-left: 20px;">Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 56</td> <td>Last 24 Hrs</td> <td>- 5</td> </tr> <tr> <td>Make/Model</td> <td>- 49</td> <td>Last 30 Days</td> <td>- 9</td> </tr> <tr> <td>Instrument</td> <td>- 3</td> <td>Last 90 Days</td> <td>- 37</td> </tr> </table>	Total	- 56	Last 24 Hrs	- 5	Make/Model	- 49	Last 30 Days	- 9	Instrument	- 3	Last 90 Days	- 37
Total	- 56	Last 24 Hrs	- 5											
Make/Model	- 49	Last 30 Days	- 9											
Instrument	- 3	Last 90 Days	- 37											

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT BECAME LOST DURING A CROSS COUNTRY FLT. THE FLIGHT WAS CONTINUED UNTIL THE ACFT RAN OUT OF FUEL. THE AIRCRAFT COLLIDED WITH TREES DURING AN EMERGENCY LANDING AND NOSED OVER. THE PLT TOLD THE STATE POLICE AT THE ACC SITE THAT THE ACFT HAD RUN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 1976

12/17/88

STACYVILLE, ME

A/C Reg. No. N6558P

Time (Lcl) - 1615 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - TREE(S)

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1978 12/26/88 WISCASSET, ME A/C Reg. No. N3736S Time (Lcl) - 1450 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

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

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

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/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- 300/020 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
POTSDAM, NY
Destination
WISCASSET, ME

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WISCASSET
Runway Ident - 25
Runway Lth/Wid - 3400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 270
Last 24 Hrs - UNK/NR
Make/Model- 223
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 LOST CONTROL DURING AN ATTEMPTED GO-AROUND, AND COLLIDED WITH TREES OFF THE SIDE OF THE RUNWAY. THE PILOT SAID THAT A GUST OF WIND TURNED THE ACFT 45 DEGREES TO THE RUNWAY ON LANDING ROLL, AND DURING THE ATTEMPTED GO-AROUND HE HIT TREE TOPS OFF TO THE SIDE OF THE RUNWAY AND CRASHED.

Brief of Accident (Continued)

File No. - 1978

12/26/88

WISCASSET, ME

A/C Reg. No. N3736S

Time (Lcl) - 1450 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
 5. 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) 2,3,4

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. - 1856 9/22/88 FREMONT,MI A/C Reg. No. N29TC Time (Lcl) - 0830 EDT

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

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

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

Make/Model	- CESSNA 550	Eng Make/Model	- P & W JT15D-4	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 13500	Engine Type	- TURBOFAN		
No. of Seats	- 10	Rated Power	- 2500 LBS THRUST		

-----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- 135/005 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 900 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 MUSKEGAN,MI</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - VOR/DME FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data FREMONT MUNI</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 5826/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND,ME LAND,SE SEA</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - C-550</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 9000</p> <p>Make/Model- 1400</p> <p>Instrument- 1133</p> <p>Multi-Eng - 6800</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 7</p> <p>Last 90 Days- 100</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE RAN OFF THE END OF THE RUNWAY AND STRUCK AN EMBANKMENT AFTER LANDING DOWNWIND FROM A VOR APPROACH DURING HEAVY RAIN. BOTH PILOTS REPORTED POOR BRAKING ACTION AND INEFFECTIVENESS OF REVERSE THRUST APPLICATION AFTER TOUCHDOWN AND DURING THE LANDING ROLL. THE PIC DESCRIBED A "HYDROPLANING SITUATION". EXAMINATION OF THE RUNWAY SURFACE REVEALED HYDROPLANE MARKS ON THE ASPHALT.

Brief of Accident (Continued)

File No. - 1856

9/22/88

FREMONT,MI

A/C Reg. No. N29TC

Time (Lcl) - 0830 EDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1938 11/07/88 CARSON CITY, MI A/C Reg. No. N50649 Time (Lcl) - 1030 EST

-----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 - DESCENT					

-----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	GREENVILLE, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1600 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		SOFT
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)
STUDENT	Current - N/A	Total - 18
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 18
		Last 30 Days- 7
		Instrument- 0
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING OVER HER HOUSE DURING A STUDENT SOLO PRACTICE FLIGHT, THE STUDENT PILOT STATED THAT THE AIRCRAFT ENGINE BEGAN TO RUN ROUGH, THEN LOST POWER COMPLETELY. EMERGENCY PROCEDURES WERE PERFORMED, AND CARBURETOR HEAT WAS APPLIED, BUT ENGINE RESTART WAS NOT ACCOMPLISHED. THE STUDENT PILOT EXECUTED A FORCED LANDING IN A SOFT BEAN FIELD. THE NOSE GEAR "BOGGED DOWN", AND THE AIRCRAFT NOSED OVER. THE TEMP WAS 42 DEGREES F AND THE DP WAS 38 DEGREES F. THE STUDENT PLT SAID THE CARB HEAT DIDN'T SEEM TO HELP SO SHE PUT IT BACK IN THE "COLD POSITION". POST ACC EXAM OF THE SPARK PLUGS AND EXHAUST STACKS SHOWED CARBON SOOT DEPOSITS. THE ENG WAS SUCCESSFULLY RUN AFTER THE EXAM.

Brief of Accident (Continued)

File No. - 1938

11/07/88

CARSON CITY, MI

A/C Reg. No. N50649

Time (Lc1) - 1030 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FUEL SYSTEM, CARBURETOR - ICE
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1898 1/16/88 BUFFALO, MN

A/C Reg. No. N7895G

Time (Lcl) - 1412 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

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

Make/Model - CESSNA 172L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
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 - NWS
Method - TELEPHONE
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 270/010 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BUFFALO

Runway Ident - 17

Runway Lth/Wid - 2600 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 53

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 89 Last 24 Hrs - 0

Make/Model- 40 Last 30 Days- 0

Instrument- 0 Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT, WHO HAD NOT FLOWN FOR OVER 90 DAYS, WAS ON A SOLO AND DRIFTED INTO A SNOWBANK ON THE FIRST LANDING. THE STUDENT PILOT REPORTED A GUST OF WIND OCCURRED ON FINAL CAUSING ABOUT A 30 FOOT ALTITUDE CHANGE. ALTHOUGH THE TOUCHDOWN AND INITIAL ROLLOUT WERE NORMAL, THE STUDENT PILOT STATED THAT THE CROSSWIND WAS MORE THAN HE HAD EVER EXPERIENCED AND HE WAS NOT ABLE TO CONTROL THE DIRECTION OF THE AIRCRAFT AFTER IT STARTED TO DRIFT. AFTER GOING OFF THE RUNWAY INTO SNOW THE AIRCRAFT NOSED OVER. THE LOGBOOK OF THE STUDENT CONTAINED AN ENDORSEMENT BY AN INSTRUCTOR AUTHORIZING SOLO FLIGHT.

Brief of Accident (Continued)

File No. - 1898

1/16/88

BUFFALO, MN

A/C Reg. No. N7895G

Time (Lcl) - 1412 CST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
3. INADEQUATE RECURRENT TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
4. WEATHER CONDITION - CROSSWIND

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1860 7/11/88 ST PAUL, MN A/C Reg. No. N254US Time (Lc1) - 1737 CDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -NORTHWEST AIRLINES	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew 0	0	0	7
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	86
Accident Occurred During -TAXI		Other 0	0	0	1

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

Make/Model - BOEING 727	Eng Make/Model - P&W JT8D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 191500	Engine Type - TURBOFAN	
No. of Seats - 155	Rated Power - 15500 LBS THRUST	

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

<p>Weather Data</p> <p>Wx Briefing - COMPANY</p> <p>Method - TELETYPE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 020/009 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 7000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>INDIANAPOLIS, IN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>MINNEAPOLIS - ST PAUL</p> <p>Runway Ident - 29L</p> <p>Runway Lth/Wid - 10000/ 200</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 13580
ME LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 10630
		Instrument- 1196
		Last 30 Days- 72
		Last 90 Days- 181

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER PUSH BACK FROM THE GATE, THE CAPTAIN RECEIVED AN UNRESTRICTED TAXI CLEARANCE & ELECTED TO TAXI TO THE NORTH SIDE OF A CONSTRUCTION AREA. SUBSEQUENTLY, THE LEFT WING OF THE ACFT STRUCK A PARKED VEHICLE IN A NONMOVEMENT AREA, WHICH RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT. THE CAPT STATED THAT THE LACK OF INFORMATION IN THE FORM OF NOTAMS, LACK OF SPECIFIC DIRECTIONS FROM GROUND CONTROL AND LACK OF SIGNS AROUND THE CONSTRUCTION SITE, LEAD TO HIS DECISION TO TAXI ALONG THAT ROUTE.

Brief of Accident (Continued)

File No. - 1860

7/11/88

ST PAUL,MN

A/C Reg. No. N254US

Time (Lcl) - 1737 CDT

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

Finding(s)

1. OBJECT - VEHICLE
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. NOTAMS - INFORMATION INSUFFICIENT - AIRPORT PERSONNEL
4. CONTROL TOWER SERVICE - INADEQUATE - ATC PSNL(LCL/GND/CLNC)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1939 7/27/88 WALKER,MN A/C Reg. No. N9WL Time (Lcl) - 1645 CDT

-----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 - MANEUVERING					

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

Make/Model - VANS RV-3A	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	EDEN PRAIRIE,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WALKER,MN	Runway Ident - N/A
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 16252
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 53
		Instrument- 3097
		Last 30 Days- 5
		Last 90 Days- 20
		Multi-Eng - 14547
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT AFTER MAKING A LOW LEVEL PASS OVER A LAKE, HE ATTEMPTED TO CLIMB TO PATTERN ALTITUDE IN PREPARATION FOR LANDING AT A NEARBY AIRPORT. WHEN THE CLIMB WAS INITIATED, THE AIRCRAFT DID A LOOP AND THE PLT LOST CONTROL. THE ACFT SUBSEQUENTLY CRASHED AND SANK IN 15 FEET OF WATER. THE ALLOWABLE CENTER OF GRAVITY (CG) RANGE FOR THE AIRCRAFT IS 9.7 INCHES TO 14.5 INCHES. THE CALCULATED CG AT THE TIME OF THE OCCURRENCE WAS 16.02 INCHES. WITNESSES CONFIRM THAT THE ACFT DID IN FACT DO A LOOP "AS IN AN AIRSHOW". THE PLT ACKNOWLEDGED THAT HE HAD BEEN ATTEMPTING TO PERFORM A LOOP.

Brief of Accident (Continued)

File No. - 1939

7/27/88

WALKER,MN

A/C Reg. No. N9WL

Time (Lcl) - 1645 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - IMPROPER -
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1803 4/01/88 KANSAS CITY,MO A/C Reg. No. N989B Time (Lcl) - 0750 CST

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

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage						
Name of Carrier	-ACE AIR CARGO, INC	DESTROYED						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	1	Serious	Minor	None	
Accident Occurred During	-APPROACH			0	0	0	0	
				0	0	0	0	

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

Make/Model	- BEECH H18	Eng Make/Model	- P & W R-985-AN14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- IMC	Airport Data	
Wind Dir/Speed	- 060/012 KTS	KANSAS CITY DOWNTOWN	
Visibility	- 1.000 SM	Runway Ident	- 01
Lowest Sky/Clouds	- N/A	Runway Lth/Wid	- 7001/ 150
Lowest Ceiling	- 700 FT OVERCAST	Runway Surface	- ASPHALT
Obstructions to Vision	- FOG	Runway Status	- WET
Precipitation	- RAIN		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2140	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 1	Make/Model - 274	Last 30 Days - 38
	Aircraft Type - PA-23	Instrument - 415	Last 90 Days - 59
		Multi-Eng - 778	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CARGO FLT DPTD CINCINNATI ENRT TO WICHITA, KS WITH AN INTERMEDIATE STOP AT KANSAS CITY DTWN ARPT. THE FLT PROGRESSED NRMLY TO A VOR RWY 03 INSTRUMENT APCH, CIRCLING TO RWY 01. THE PIC HAD BEEN CLRD TO COMMENCE THE APCH. TWR PERS SUBSEQUENTLY ADVISED THE PIC OF A LOW ALTITUDE ALERT, TO WHICH THE PIC RESPONDED HE HAD GROUND CONTACT. THE PIC SUBSEQUENTLY DECLARED A MISSED APCH, THEN SAID, "I GOT IT ALL RIGHT," AND HE REQUESTED A 360 DEG TURN AND LDG ON RWY 01. WITNESSES OBSERVED THE ACFT APCH FM THE WEST AT A LOW ALTITUDE. THEN, WHILE OVER ARPT PROPERTY, THE ACFT TURNED SHARPLY. THE LEFT WING DROPPED QUICKLY AS THE ACFT BANKED NEARLY 90 DEGREES. THE ACFT IMPACTED THE RAMP AREA 400 FT RIGHT OF RWY 01, IN FRONT OF A FIXED BASE OPERATOR AND BURST INTO FLAMES. THE ACFT SLID ABOUT 200 FT BEFORE COMING TO A STOP. THE COMPANY CHIEF PLT STATED THAT THE PIC WAS DEFICIENT IN VOR APPROACHES.

Brief of Accident (Continued)

File No. - 1803

4/01/88

KANSAS CITY, MO

A/C Reg. No. N989B

Time (Lcl) - 0750 CST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation CIRCLING (IFR)

Finding(s)

1. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. MANEUVER - IMPROPER - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. INADEQUATE TRAINING - COMPANY/OPERATOR MANAGEMENT
6. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1802 8/03/88 MISSOURI CITY, MO A/C Reg. No. N6528U Time (Lcl) - 0758 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - MOONEY M20C	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OLATHE, KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OSHKOSH, WI	Runway Ident - N/A
Wind Dir/Speed- 210/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 537
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - M20C	Make/Model- UNK/NR
		Instrument- 14
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE CO-OWNER OF THE ACFT STATED HE HAD EXPERIENCED A FUEL FLOW PBLM WHILE FLYING TO THE (OJC) ARPT, WHERE PAX (ONE OF THEM WAS A CO-OWNER) WERE TO BOARD. HE STATED HE ADVZD THE OTHER OWNER OF THE PBLM, BUT NO CORRECTIVE ACTION WAS TAKEN. THE ACFT WAS THEN TAXIED TO THE TAKEOFF AREA IN ORDER TO MAKE A FINAL CHK OF THE ACFT SYSTEMS. THE CO-OWNER STATED THAT HE FELT UNEASY ABT THE RESULTS OF THE ENG RUN-UP AND DECLINED TO CONTINUE. AFTR DEPLANING, AND DESPITE THE VERBAL CAUTION, THE OTHER OWNER TAXIED BACK TO THE ACTIVE RWY TO DEPART. THE ACFT WAS LATER OBSRVD BY WITNESSES LOCATED 72 MI FM THE DEPARTURE ARPT DSCNDG IN A STEEP DIVE. THE ACFT CRASHED INTO A RESIDENTIAL GARAGE NEAR MISSOURI CITY, MO. POST ACCIDENT INSP REVEALED A MALFUNCTIONING ENG DRIVEN FUEL PUMP, AND A NON-ACTIVATED ELEC FUEL BOOST PUMP. THE INSP DETERMINED THAT THE ELEC FUEL BOOST PUMP WAS FUNCTIONAL AND CAPABLE OF SUPPLYING FUEL TO THE ENG.

Brief of Accident (Continued)

File No. - 1802

8/03/88

MISSOURI CITY,MO

A/C Reg. No. N6528U

Time (Lc1) - 0758 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
2. FUEL SYSTEM,PUMP - FAILURE,TOTAL
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. FUEL SYSTEM,ELECTRIC BOOST PUMP - NOT ENGAGED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1858 8/08/88 RUSH HILL,MO A/C Reg. No. N7735V Time (Lc1) - 2025 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	-MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model	- CALLAIR A-9A	Eng Make/Model	- LYCOMING O-540-B2A5	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 235 HP			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	MEXICO,MO	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- N/A
Condition of Light		Runway Status

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 1425
SE LAND	Months Since	Make/Model	- 325
	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
			Rotorcraft

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 25 MINUTES AFTER SUNSET, THE AIRPLANE STRUCK A POWERLINE AND POLE DURING A SPRAY RUN. THE AIRPLANE STRUCK THE GROUND INVERTED.

Brief of Accident (Continued)

File No. - 1858

8/08/88

RUSH HILL,MO

A/C Reg. No. N7735V

Time (Lcl) - 2025 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. OBJECT - UTILITY POLE
3. LIGHT CONDITION - DUSK
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1893 10/27/88 HOUSTON, MS

A/C Reg. No. N21ER

Time (Lcl) - 2210 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 200/002 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
STARKVILLE, MS
Destination
OLIVE BRANCH, MS

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 39
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4200
Make/Model- 400
Instrument- 54
Multi-Eng - 8
Last 24 Hrs - 1
Last 30 Days- 10
Last 90 Days- 30
Rotorcraft - 700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING NORMAL CRUISE FLT A PORTION OF ONE PROPELLER BLADE SEPARATED. THE PLT LANDED THE ACFT IN A FIELD & DURING THE LANDING ROLL, THE ACFT COLLIDED WITH A HAYSTACK. EXAMINATION OF THE PROPELLER BLADE REVEALED IT SEPARATED AT BLADE STATION 28.5. METALLURGICAL EXAMINATION REVEALED IT FAILED DUE TO FATIGUE FROM A NICK IN THE LEADING EDGE OF THE BLADE.

Brief of Accident (Continued)

File No. - 1893

10/27/88

HOUSTON,MS

A/C Reg. No. N21ER

Time (Lc1) - 2210 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
 2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1931 11/10/88 TUPELO, MS A/C Reg. No. N637JC Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE/CORPORATE
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL

Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0
Other		0	0	0	2

-----Aircraft Information-----

Make/Model - PIPER PA-31-350
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7045
No. of Seats - 8

Eng Make/Model - LYCOMING TIO-540-J2BD
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 350 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- 330/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ST. LOUIS, MO

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

C.D. LEMONS MUNI
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 14739
Make/Model- 242
Instrument- 760
Multi-Eng - 4966
Last 24 Hrs - 4
Last 30 Days- 86
Last 90 Days- 148

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA PLT WAS TAXIING HIS ACFT ON A MARKED TAXIWAY WHEN HE OBSERVED A PIPER PA-31-350 CHIEFTAIN ENTERING THE TAXIWAY AHEAD OF HIS ACFT. THE CESSNA PLT APPLIED THE BRAKES & STATED THE ACFT WAS STOPPED FOR 3-4 SECONDS BEFORE THE LT WING OF THE PIPER ACFT COLLIDED WITH THE RIGHT ENG & PROPELLER OF THE CESSNA. THE CHIEFTAIN CONTINUED FWD FOR A SHORT DISTANCE AFTER THE COLLISION. MAIN LANDING GEAR SKID MARKS ON THE CONCRETE TAXIWAY MEASURED APRX 26 FT.

Brief of Accident (Continued)

File No. - 1931

11/10/88

TUPELO, MS

A/C Reg. No. N637JC

Time (Lcl) - 1500 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. TAXISPEED - EXCESSIVE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1931 11/10/88 TUPELO, MS A/C Reg. No. N6844S Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	MINOR	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAXI		Other 0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 425	Eng Make/Model - P & W PT6-112	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8600	Engine Type - TURBOPROP	
No. of Seats - 8	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BIRMINGHAM, AL	C.D. LEMONS MUNI
Wind Dir/Speed- 330/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 13560
SE LAND, ME LAND	Months Since - 5	Make/Model- 61
	Aircraft Type - C-425	Instrument- 5470
		Multi-Eng - 2060
		Last 24 Hrs - 0
		Last 30 Days- 25
		Last 90 Days- 34
		Rotorcraft - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA PLT WAS TAXIING HIS ACFT ON A MARKED TAXIWAY WHEN HE OBSERVED A PIPER PA-31-350 (CHIEFTAIN) ENTERING THE TAXIWAY AHEAD OF HIS ACFT. THE CESSNA PLT APPLIED THE BRAKES & STATED THE ACFT WAS STOPPED FOR 3-4 SECONDS BEFORE THE LEFT WING OF THE PIPER ACFT COLLIDED WITH THE RIGHT ENG & PROPELLER OF THE CESSNA. CHIEFTAIN CONTINUED FWD FOR A SHORT DISTANCE AFTER THE COLLISION. MAIN LANDING GEAR SKID MARKS ON THE CONCRETE TAXIWAY MEASURED APRX 26 FT.

Brief of Accident (Continued)

File No. - 1931

11/10/88

TUPELO, MS

A/C Reg. No. N6844S

Time (Lcl) - 1500 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. TAXISPEED - EXCESSIVE - 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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1857 10/19/88 MALTA, MT A/C Reg. No. N3811Y Time (Lcl) - 1300 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire NONE

Crew 0
Pass 0

Fatal 0
0

Injuries

Serious 0
Minor 0

None 1
0

-----Aircraft Information-----

Make/Model - CESSNA 210D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-A
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- 270/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MALTA, MT
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1530 Last 24 Hrs - 5
Make/Model- 150 Last 30 Days- 20
Instrument- 10 Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT, ALONE IN THE AIRCRAFT, WAS PERFORMING A LANDING ON A PAVED ROAD AT A HUNTING RESORT. DURING FINAL APPROACH THE CESSNA STRUCK POWER LINES AND DAMAGED THE NOSE GEAR. THE ACFT TOUCHED DOWN ON THE ROAD AND THE NOSE GEAR COLLAPSED. A POST ACCIDENT INSPECTION REVEALED A BENT ENGINE TUNNEL AND FIREWALL. THE PLT STATED THAT HE HAD BEEN TOLD THAT THERE WERE HIGH TENSION WIRES ON EACH END OF THE ROAD WHICH HE OBSERVED DURING SEVERAL LOW PASSES THAT HE MADE BEFORE LANDING. HE DID NOT OBSERVE, HOWEVER, TWO SMALLER WIRES UNTIL IMMEDIATELY BEFORE CONTACTING THEM.

Brief of Accident (Continued)

File No. - 1857

10/19/88

MALTA,MT

A/C Reg. No. N3811Y

Time (Lcl) - 1300 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1822 10/24/88 BILLINGS, MT

A/C Reg. No. N757XV

Time (Lcl) - 1400 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - 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 - NWS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/004 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BILLINGS-LOGAN
Runway Ident - 22
Runway Lth/Wid - 5704/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 22
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 18 Last 24 Hrs - UNK/NR
Make/Model- 18 Last 30 Days- 2
Instrument- 0 Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING TAKEOFFS AND LANDINGS, WITH REPORTED WINDS GUSTING TO 14 KTS. DURING A LANDING THE PLT MISJUDGED THE FLARE AND ATTEMPTED TO GO AROUND. HE SAID THE WIND RAISED THE RIGHT WING AND THAT HE OVERCORRECTED WITH AILERON AND PULLED BACK ON THE YOKE, PRODUCING A STALL. THE LEFT WING STRUCK THE RWY AND THE AIRCRAFT GROUND LOOPED TO THE LEFT AND CAME TO REST OFF THE LEFT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 1822

10/24/88

BILLINGS, MT

A/C Reg. No. N757XV

Time (Lcl) - 1400 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. GO-AROUND - IMPROPER - PILOT IN COMMAND
 5. STALL - INADVERTENT - 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) 3,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1998 11/07/88 BAKER,MT

A/C Reg. No. N4466Z

Time (Lcl) - 1030 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL OBSERVATION
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-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1700
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/028 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
SIDNEY,MT
Destination
BAKER,MT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BAKER-FALLON
Runway Ident - 30
Runway Lth/Wid - 4900/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2815
Make/Model- 815
Instrument- 54
Last 24 Hrs - 3
Last 30 Days- 80
Last 90 Days- 355

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT WAS LANDING AFTER A PIPELINE PATROL FLIGHT. THERE WERE NO PAX. THE PLT MADE A WHEELS LANDING ON RWY 30 WITH WIND REPORTED FROM 270 AT 28 KTS. DURING LANDING ROLL, A WIND GUST FROM THE LEFT SIDE, ESTIMATED BY THE PLT AS 50 KTS, LIFTED THE LEFT WING AND THE RIGHT WING TIP STRUCK GRAVEL ON THE RIGHT EDGE OF THE RUNWAY. THE PLT SAID THE ACFT GROUND LOOPED TO THE RIGHT AND THE GUST LIFTED THE TAIL. THE ACFT NOSED OVER AND CAME TO REST INVERTED. DAMAGE WAS REPORTED TO THE CABIN TOP, RUDDER, PROPELLER AND WING SPAR.

Brief of Accident (Continued)

File No. - 1998

11/07/88

BAKER,MT

A/C Reg. No. N4466Z

Time (Lcl) - 1030 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1821 10/08/88 GREENSBORO, NC A/C Reg. No. N29550 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 177	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 - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NWS	Last Departure Point	
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	SOUTHEAST GREENSBORO
Wind Dir/Speed- 220/002 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3063/ 30
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 - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 553
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - C-177	Make/Model- 323
		Instrument- 211
		Multi-Eng - 81
		Last 30 Days- 18
		Last 90 Days- 48

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD LANDED AT SOUTHEAST GREENSBORO EARLIER. HE DEPARTED ON RWY 35 AND REMAINED IN CLOSED TRAFFIC FOR LANDING. THE TD WAS MADE IN THE FIRST 100 FEET OF THE DOWNSLOPED RWY AT ABOUT 70 MPH. THE FLAPS WERE RETRACTED AND THE PLT REPTD THAT A GUST OF WIND AND THE DOWNSLOPED RWY CAUSED HIM TO BECOME AIRBORNE. CONTROL INPUTS TO CORRECT THE DRIFT WERE INEFFECTIVE. THE ACFT COLLIDED WITH A PINE TREE THAT WAS ESTIMATED TO BE ABOUT 50 FEET FROM THE EDGE OF THE RUNWAY. THE US GOVT FLT INFO PUBLICATION FOR THE SOUTHEAST INDICATES THAT PRACTICE LANDINGS ARE NOT PERMITTED ON RWY 35. THE NEAREST WX REPORTING FACILITY WAS LOCATED 15 NW OF THE ARPT. THEIR RECORDED WIND 10 MINUTES PRIOR TO THE ACCD WAS OUT OF 220 DEGREES AT 2 KNOTS.

Brief of Accident (Continued)

File No. - 1821

10/08/88

GREENSBORO, NC

A/C Reg. No. N29550

Time (Lcl) - 1400 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. TERRAIN CONDITION - DOWNHILL
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1827 11/26/88 CONCORD, NC A/C Reg. No. N98369 Time (Lcl) - 1317 EST

-----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		1	0	0	0
Accident Occurred During	-MANEUVERING	NONE		1	0	0	0
		Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 140 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	CHARLOTTE, NC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	Type Apch/Lndg	- N/A
Obstructions to Vision		Runway Surface
Precipitation		- N/A
Condition of Light		Runway Status
		- N/A

-----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	Total	- 264
SE LAND	Months Since	Make/Model	- 248
	Aircraft Type	Instrument	- 69
		Multi-Eng	- 8
		Last 24 Hrs	- 0
		Last 30 Days	- 6
		Last 90 Days	- 10
		Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIC & WIFE FLEW TO LOCAL RESIDENTIAL AREA TO PHOTOGRAPH A HOUSE. THE ACFT WAS FLOWN IN THE VICINITY OF THE ACCIDENT FOR ABOUT 30 MINUTES. RADAR DATA DISPLAYED THE ACFT IN A LEVEL LEFT TURN AT 2300 FEET (1700 AGL) FOR ABOUT 50 SECONDS WHEN CONTACT WAS ABRUPTLY LOST. WITNESSES ALSO REPORTED THE AIRPLANE IN A LEFT CIRCLE WHEN THE BANK STEEPENED, THE NOSE DROPPED, AND IT DESCENDED STEEPLY UNTIL IMPACT WITH THE GROUND. EXAMINATION OF THE ACFT REVEALED THE ENGINE WAS OPERATING AT IMPACT & WITNESSES RPTED STRONG ENGINE SOUNDS DURING THE DESCENT. PIC RPTED ON HIS LAST MEDICAL REQUEST THAT HE USED RITALIN OCCASIONALLY FOR DROWSINESS. TOX EXAM SHOWED PRESENCE OF THERAPEUTIC LEVEL OF DRUG IN THE PIC.

Brief of Accident (Continued)

File No. - 1827

11/26/88

CONCORD, NC

A/C Reg. No. N98369

Time (Lcl) - 1317 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. DIVERTED ATTENTION - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1969 5/17/88 BAYARD, NE A/C Reg. No. N4510C Time (Lcl) - 1145 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- CESSNA 170B	Eng Make/Model	- CONTINENTAL C-145-2	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2050	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	FARMINGTON, NM	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	WILLISTON, ND	
Wind Dir/Speed	- 280/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apc/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1117	Last 24 Hrs - 11
SE LAND	Months Since - 2	Make/Model - UNK/NR	Last 30 Days - 40
	Aircraft Type - C-170	Instrument - UNK/NR	Last 90 Days - 46
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE STARTED THE TRIP, FROM NEW MEXICO TO NORTH DAKOTA, THE EVENING PRIOR TO THE ACCIDENT. BECAUSE OF POOR WEATHER, THE PILOT RE-ROUTED THE FLIGHT THROUGH SEVERAL ALTERNATE FUEL AND OIL STOPS. THE FLIGHT WAS EN ROUTE TO A PLANNED FUEL STOP WHEN THE ENGINE LOST OIL PRESSURE. THE AIRCRAFT WAS TOO FAR FROM A SUITABLE AIRPORT AND THE PILOT WAS FORCED TO LAND ON A HIGHWAY. THE PILOT SECURED A RIDE TO THE NEAREST TOWN AND PURCHASED OIL. AFTER ADDING OIL TO THE AIRCRAFT'S ENGINE HE ATTEMPTED A TAKEOFF FROM THE HIGHWAY--AFTER GOING WITHOUT SLEEP FOR ALMOST 30 HOURS. DURING THE TAKEOFF ROLL, THE AIRPLANE STRUCK A SPEED LIMIT SIGN ON THE EDGE OF THE HIGHWAY WITH ITS RIGHT WING. THE PILOT THEN LOST DIRECTIONAL CONTROL AND THE AIRCRAFT SWERVED INTO A DITCH.

Brief of Accident (Continued)

File No. - 1969

5/17/88

BAYARD,NE

A/C Reg. No. N4510C

Time (Lc1) - 1145 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL SEAL - LEAK
2. MAINTENANCE,MAJOR REPAIR - DISREGARDED - COMPANY/OPERATOR MGMT

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE

Finding(s)

3. FLUID,OIL - PRESSURE TOO LOW

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

4. JUDGEMENT - POOR - PILOT IN COMMAND
5. TERRAIN CONDITION - ROADWAY/HIGHWAY
6. OBJECT - SIGN
7. CLEARANCE - MISJUDGED - PILOT IN COMMAND
8. FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

9. TERRAIN CONDITION - DITCH

-----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) 5,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1853 5/28/88 KENSINGTON, NH A/C Reg. No. N7672S Time (Lcl) - 1720 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C2A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	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	CAMBRIDGE, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HAMPTON, NH	PRIVATE
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1180-N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7093
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 3	Make/Model - 4
	Aircraft Type - UNK/NR	Instrument - 1820
		Multi-Eng - 6710
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON REACHING THE DESTINATION AIRPORT, THE PILOT DECIDED TO DO A FEW TOUCH AND GO LANDINGS. THE AIRCRAFT TOUCHED DOWN ABOUT 600 FEET DOWNFIELD AT ABOUT 45-50 MPH. THE PILOT REPORTED THAT WITH APPLICATION OF FULL THROTTLE, THE ENGINE HESITATED. THE AIRCRAFT STARTED TO CLIMB ABOUT 400 FEET BEFORE THE END OF THE RUNWAY, HOWEVER THE CLIMB RATE WAS NOT SUFFICIENT TO CLEAR TREES 450 FEET OFF THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT CONTACTED AND SLID DOWN BETWEEN TWO TREES INVERTED.

Brief of Accident (Continued)

File No. - 1853

5/28/88

KENSINGTON,NH

A/C Reg. No. N7672S

Time (Lcl) - 1720 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TOUCH-AND-GO - PERFORMED -
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. OBJECT - TREE(S)
6. ABORT - NOT PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1875 5/29/88 FRANCONIA, NH A/C Reg. No. N6115B Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 182A	Eng Make/Model	- CONTINENTAL O-470	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	BEDFORD, MA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	FRANCONIA, NH	FRANCONIA	
Wind Dir/Speed	- 045/012 KTS		Runway Ident	- 18
Visibility	- 30.0 SM	ATC/Airspace	Runway Lth/Wid	- 2180/ 180
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Flight Plan	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 188	Last 24 Hrs - 5
SE LAND	Months Since - UNK/NR	Make/Model - 78	Last 30 Days - 10
	Aircraft Type - UNK/NR	Instrument - 18	Last 90 Days - 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED THE AIRCRAFT LONG ON A GRASS RUNWAY WITH A TAILWIND. THE PILOT REPORTED THAT SHE TOUCHED DOWN LONGER THAN ANTICIPATED, BUT SHE THOUGHT SHE WOULD HAVE HAD ADEQUATE STOPPING DISTANCE. SHE WAS UNABLE TO STOP THE ACFT ON THE REMAINING RUNWAY AND RAN OFF THE DEPARTURE END. THE NOSE WHEEL BROKE OFF AND THE AIRCRAFT FLIPPED OVER. THE PILOT SAID SHE WAS ADVISED TO LAND ON RWY 18, EVEN THOUGH IT WAS DOWNWIND, DUE TO TERRAIN.

Brief of Accident (Continued)

File No. - 1875

5/29/88

FRANCONIA,NH

A/C Reg. No. N6115B

Time (Lcl) - 1230 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL
5. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1852 6/05/88 FRANCONIA, NH A/C Reg. No. N49443 Time (Lc1) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- GROB G-103A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- HULL	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 1200	Engine Type	- N/A		
No. of Seats	- 2	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/030 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</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>FRANCONIA, NH</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>FRANCONIA</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2180/ 180</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3855
SE LAND	Months Since - 18	Make/Model- 45
FREE BALLOON ,GLIDER	Aircraft Type - AX-7	Instrument- 39
		Last 24 Hrs - 4
		Last 30 Days- 14
		Last 90 Days- 65
		Rotorcraft - 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, TURBULENCE WAS ENCOUNTERED AND THE STUDENT PILOT HAD A HARD TIME CONTROLLING THE GLIDER. AS THE INSTRUCTOR TOOK CONTROL, THE STUDENT RELEASED THE TOW ROPE. THE INSTRUCTOR PUSHED THE NOSE DOWN AND TURNED IN AN ATTEMPT TO LEVEL THE WINGS, BUT THE LEFT WING CONTACTED THE GROUND AND THE AIRCRAFT COLLIDED WITH THE GROUND, SNAPPING OFF THE TAIL.

Brief of Accident (Continued)

File No. - 1852

6/05/88

FRANCONIA,NH

A/C Reg. No. N49443

Time (Lcl) - 1630 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - TURBULENCE
 3. GLIDER TOW RELEASE - PREMATURE - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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) 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. - 1816

7/02/88

LACONIA,NH

A/C Reg. No. N5041J

Time (Lcl) - 1600 EDT

-----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 -OTHER WORK USE

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC

Eng Make/Model - LYCOMING O-320-A2D

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1650

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LACONIA,NH

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

HELICOPTER

Age - 39

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6500

Make/Model- 450

Instrument- 1600

Multi-Eng - 2500

Last 24 Hrs - 3

Last 30 Days- 13

Last 90 Days- 32

Rotorcraft - 2000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT STATED THAT AFTER PICKUP ON A BANNER TOW OPERATION, THE TOW BECAME TWISTED AND HE ELECTED TO RETURN AND RELEASE. ON DOWNWIND, THE ACFT BEGAN A RAPID DESCENT WHICH THE PLT COULD NOT COMPENSATE FOR, EVEN AFTER RELEASING THE BANNER AND ADDING POWER. ANOTHER PILOT IN THE TRAFFIC PATTERN REPORTED WINDS VARIABLE 260 TO 350 DEGREES AND FROM CALM TO 12-15 KNOTS. HE ALSO REPORTED WINDSHEAR ON CLIMBOUT.

Brief of Accident (Continued)

File No. - 1816

7/02/88

LACONIA, NH

A/C Reg. No. N5041J

Time (Lcl) - 1600 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - WINDSHEAR
3. TOWING/ADVERTISING EQUIPMENT - FOULED
4. LOAD JETTISON - DELAYED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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. - 1879 7/21/88 GREENLAND, NH A/C Reg. No. N20973 Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - TAKEOFF			0	0	0
					None
					1
					2

-----Aircraft Information-----

Make/Model - WACO UPF-7	Eng Make/Model - CONTINENTAL W-670	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GREENLAND, NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SANDERSON FIELD
Wind Dir/Speed- 090/015 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 50
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1300 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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6000
SE LAND, ME LAND, SE SEA	Months Since - 13	Last 24 Hrs - UNK/NR
	Aircraft Type - B-727	Make/Model- 100
		Last 30 Days- 14
		Instrument- 700
		Last 90 Days- 150
		Multi-Eng - 5000
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INTENTION OF THE FLIGHT WAS TO GIVE PEOPLE AT AN ANNUAL COMPANY PICNIC A RIDE IN THE AIRCRAFT. AFTER TAKEOFF AND WHILE STARTING A LEFT TURN THE PILOT STATED THAT HE ENCOUNTERED A "SUDDEN WINDSHEAR/DOWNDRAFT." THE AIRCRAFT NEVER GOT ABOVE 200 FEET AND COLLIDED WITH A TREE DURING THE RECOVERY. THE PILOT INDICATED THAT THE WINDS WERE GUSTING TO 25 KNOTS AND THAT THE AIRCRAFT GOT INTO A "STALL CONDITION DURING THE TURN TO DOWNWIND".

Brief of Accident (Continued)

File No. - 1879

7/21/88

GREENLAND,NH

A/C Reg. No. N20973

Time (Lc1) - 1645 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

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. - 1950 8/16/88 GEORGES MILLS,NH A/C Reg. No. N2906M Time (Lcl) - 0815 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	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TURNER,ME	
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 500
SE LAND,SE SEA	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - PA-12	Make/Model- 450
		Instrument- 34
		Last 30 Days- 24
		Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THE WIND WAS GUSTY AND THERE WERE WHITECAPS ON THE LAKE WHEN THE ACFT ATTEMPTED TO TAKEOFF. THE PLT SAID THAT WHEN THE ACFT HAD CLIMBED TO A SUFFICIENT ALTITUDE HE BEGAN A LEFT TURN TO CLIMB OVER THE LAKE. AFTER THE TURN WAS STARTED THE ACFT DESCENDED DESPITE FULL POWER AND FULL UP ELEVATOR AND THE LEFT WING CONTINUED TO DIP DESPITE FULL RIGHT STICK. THE LEFT WING HIT THE WATER AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1950

8/16/88

GEORGES MILLS,NH

A/C Reg. No. N2906M

Time (Lcl) - 0815 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - WATER,ROUGH
2. WEATHER CONDITION - GUSTS
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1929 2/20/88 MORRISTOWN,NJ A/C Reg. No. N5782E Time (Lcl) - 0030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - MOONEY M20	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OLD BRIDGE,NJ	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	MORRISTOWN,NJ	MORRISTOWN
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 500
SE LAND	Months Since - 13	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- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE MOONEY CRASHED WHILE ON A ILS APPROACH AT NIGHT. THE PLT HAD BEEN UNABLE TO GET INTO TWO OTHER AIRPORTS DUE TO WEATHER AND AIR TRAFFIC. THE AIRCRAFT IMPACTED IN SWAMPY AREA. THE PILOT HAD TOLD ATC THAT HE FELT UNEASY ABOUT HIS ENGINE; HOWEVER, HE DID NOT REMEMBER THE CONVERSATION AFTER THE ACCIDENT. THE PILOT TOLD FAA PERS THAT HE HAD NOT BEEN FEELING WELL, BUT NO MENTION WAS MADE OF THE AIRCRAFT ENGINE. THE FAA SAID THAT IT APPEARED THAT THE DESCENT RATE WAS 5 DEGREES. THE DESCENT RATE ON THE ILS IS 3 DEGREES. THE ACFT HIT THE GROUND WITH SUFFICIENT FORCE TO DISLODGE AND THROW THE ENG ABOUT 175 FT FORWARD OF THE MAIN WRECKAGE.

Brief of Accident (Continued)

File No. - 1929

2/20/88

MORRISTOWN,NJ

A/C Reg. No. N5782E

Time (Lcl) - 0030 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. LIGHT CONDITION - NIGHT
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. IFR PROCEDURE - POOR - PILOT IN COMMAND
7. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
8. DESCENT - EXCESSIVE - PILOT IN COMMAND
9. PHYSICAL IMPAIRMENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1961 5/07/88 BLAIRSTOWN,NJ A/C Reg. No. N6762P Time (Lcl) - 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	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
NONE

-----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- 360/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
BLAIRSTOWN

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 56
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2600
Make/Model- 1520
Instrument- 112
Multi-Eng - 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT WAS ON FINAL FOR RUNWAY 7 FOLLOWING ANOTHER AIRPLANE, WHEN THE PILOT'S ATTENTION WAS DRAWN TO A GLIDER MANEUVERING IN THE AREA. HE YIELDED LEFT TO MAINTAIN A COMFORTABLE DISTANCE FROM THE GLIDER AND FAILED TO OBSERVE AN ANTENNA TOWER IN HIS PATH. THE AIRPLANE STRUCK THE ANTENNA THEN CONTINUED INBOUND AND LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1961

5/07/88

BLAIRSTOWN,NJ

A/C Reg. No. N6762P

Time (Lcl) - 1230 EDT

Occurrence #1

Phase of Operation

Finding(s)

1. OBJECT - TOWER, UNMARKED
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. DIVERTED ATTENTION - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1956 6/10/88 ROBBINSVILLE, NJ A/C Reg. No. N97954 Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - STINSON 108-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2078
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-150

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/015 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

BLAIRSTOWN, NJ

Destination

ROBBINSVILLE, NJ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

TRENTON ROBBINSVILLE

Runway Ident - 29

Runway Lth/Wid - 4290/ 80

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 300

Make/Model- 300

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUND LOOPED DURING LANDING ROLL AND COLLIDED WITH TERRAIN OFF THE RUNWAY. THE ACFT WAS LANDED ON RWY 29 WITH THE WIND FROM 180 DEGREES AT 15 KTS, GUSTING TO 25 KTS. THE ACFT TURNED INTO THE WIND AND RAN OFF THE RWY TO THE SOUTH AFTER TRAVELING 1/3 OF THE RWY LENGTH. THE PLT HAD LOGGED ONLY 20 HRS IN THIS ACFT SINCE JAN 1984. THE ACFT WAS OWNED BY THE PLT.

Brief of Accident (Continued)

File No. - 1956

6/10/88

ROBBINSVILLE,NJ

A/C Reg. No. N97954

Time (Lcl) - 1900 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. WEATHER CONDITION - CROSSWIND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1849

6/11/88

MARLBORO,NJ

A/C Reg. No. N2313

Time (Lcl) - 1750 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BOEING A75N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2950
No. of Seats - 2

Eng Make/Model - CONTINENTAL W670-6A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 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- 090/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RHINEBECK,NY
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MARLBORO
Runway Ident - 27
Runway Lth/Wid - 3200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PT-17

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1260
Make/Model- 198
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING A LANDING TO THE WEST WHEN HE EXPERIENCED A LOSS OF DIRECTIONAL CONTROL AND GROUNDLOOPED ON THE RIGHT SIDE OF THE RUNWAY. HE SAID THE TAILWHEEL OF THE ACFT WAS ALREADY ON THE GROUND WHEN THE GROUNDLOOP OCCURRED AND HE LOST CONTROL WHEN A SUDDEN GUST OF WIND OCCURRED. THE PILOT REPORTED WINDS OUT OF THE EAST AT 15 GUSTING TO 25 KNOTS.

Brief of Accident (Continued)

File No. - 1849

6/11/88

MARLBORO,NJ

A/C Reg. No. N2313

Time (Lcl) - 1750 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - GUSTS
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1820 6/18/88 COLTS NECK, NJ A/C Reg. No. N14418 Time (Lcl) - 1320 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - OTHER WORK USE	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - 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 - 2100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	COLTS NECK, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COLTS NECK
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 07
Visibility - 10.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 2560/ 120
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6000
SE LAND	Months Since - 13	Last 24 Hrs - 0
	Aircraft Type - C-305A	Make/Model- 70
		Last 30 Days- 8
		Instrument- 50
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

DURING A BANNER PICK UP ATTEMPT, THE TOW ROPE BECAME AFFIXED TO THE MAIN LANDING GEAR. THE PILOT WAS UNABLE TO RELEASE THE BANNER AND LANDED WITH IT STILL ATTACHED. UPON LANDING ROLL OUT, THE AIRCRAFT'S TAIL ROSE ABRUPTLY AND THE PROPELLER DUG INTO THE TURF. THE AIRCRAFT CONTINUED TO ROLL ON ITS NOSE AND RIGHT WING TIP AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 1820

6/18/88

COLTS NECK, NJ

A/C Reg. No. N14418

Time (Lc1) - 1320 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation MANEUVERING

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 2. TOWING/ADVERTISING EQUIPMENT - ENTANGLED
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. EXTERNAL LOAD EQUIPMENT - NOT CORRECTED -
-

----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. - 1804 7/26/88 MORRISTOWN, NJ

A/C Reg. No. N442NE

Time (Lcl) - 0740 EDT

-----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
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - LEARJET 35A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 18300
No. of Seats - 10

Eng Make/Model - GARRETT TFE-731-22B
Number Engines - 2
Engine Type - TURBOFAN
Rated Power - 3500 LBS THRUST

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- CALM
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALLENTOWN, PA
Destination
MORRISTOWN, NJ

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ADF/NDB

Airport Proximity
ON AIRPORT

Airport Data

MORRISTOWN
Runway Ident - 05
Runway Lth/Wid - 5999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - LR-35A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 4810	Last 24 Hrs	- 0
Make/Model	- 2100	Last 30 Days	- 53
Instrument	- 650	Last 90 Days	- 159
Multi-Eng	- 3110	Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CREW WAS POSITIONING THE AIRCRAFT IN PREPARATION FOR A REVENUE FLIGHT AND EXECUTING A NON-DIRECTIONAL BEACON (NDB) APCH TO RWY 05. THE CAPTAIN REPORTED THAT THE COPILOT WAS FLYING THE ACFT. HOWEVER, THE CAPT STATED THAT HE TOOK CONTROL OF THE ACFT DURING THE APCH AND MADE SOME CONTROL CORRECTIONS BEFORE RETURNING CONTROL OF THE ACFT TO THE COPILOT. RADAR DATA INDICATED THAT ACFT CONTROL WAS ERRATIC THROUGHOUT THE APCH AND THAT THE AIRSPEED AND DESCENT RATES WERE HIGH (3000 FPM SINK RATE) SHORTLY BEFORE THE ACCIDENT. THE ACFT STRUCK A FENCE SHORT OF THE RWY AND IMPACTED THE GROUND. THE CAPT SAID HE REALIZED THE ACFT WAS DRIFTING LEFT OF COURSE BUT DID NOT CORRECT IT. HE SAID HE TOLD THE COPILOT TO ADD POWER TWICE DURING THE APCH. THE COPILOT'S TRAINING HISTORY INDICATED DIFFICULTY IN CONTROL, SCAN OF INSTRUMENTS, AND WITH INSTRUMENT PROCEDURES. COMPANY MANAGEMENT DESCRIBED THE CAPT AS PASSIVE AND THE COPILOT AS AGGRESSIVE. SUPERVISION OF TNG AND OPERATIONS BY MANAGEMENT AND SURVEILLANCE OF THE COMPANY BY THE FAA WAS CONSIDERED INADEQUATE BY NTSB.

Brief of Accident (Continued)

File No. - 1804

7/26/88

MORRISTOWN,NJ

A/C Reg. No. N442NE

Time (Lcl) - 0740 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - COPILOT/SECOND PILOT
2. OVER CONFIDENCE IN PERSONAL ABILITY - COPILOT/SECOND PILOT
3. INADEQUATE RECURRENT TRAINING - COPILOT/SECOND PILOT
4. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
5. AIRSPEED - IMPROPER - COPILOT/SECOND PILOT
6. PROPER DESCENT RATE - EXCEEDED - COPILOT/SECOND PILOT
7. SUPERVISION - INADEQUATE - PILOT IN COMMAND
8. INTERPERSONAL RELATIONS - PILOT IN COMMAND
9. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - COMPANY/OPERATOR MGMT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1948 8/21/88 READINGTON, NJ A/C Reg. No. N9072P Time (Lc1) - 1738 EDT

-----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
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/010 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
TETERBORO, NJ
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

READINGTON
Runway Ident - 04
Runway Lth/Wid - 3735/ 183
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 279	Last 24 Hrs - 0
Make/Model- 17	Last 30 Days- 0
Instrument- 33	Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING A GO-AROUND FROM A REJECTED LANDING IN X-WIND CONDITIONS THE PLT WHO HAD NO LANDINGS IN THE LAST 90 DAYS FAILED TO INITIATE THE GO-AROUND WITH SUFFICIENT TIME/DISTANCE TO CLEAR TREES OFF THE END OF THE RNWY. THE ACFT STRUCK THE TREES AND WAS DESTROYED.

Brief of Accident (Continued)

File No. - 1948

8/21/88

READINGTON, NJ

A/C Reg. No. N9072P

Time (Lcl) - 1738 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

1. ABORTED LANDING - DELAYED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1952 8/21/88 PITTSTOWN,NJ A/C Reg. No. N7028V Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - DEMO
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	0

-----Aircraft Information-----

Make/Model - HUGHES 269A
Landing Gear - SKID
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-81A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SKY MANOR
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
HELICOPTER

Age - 42
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - H-269C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5500
Make/Model- 3000
Instrument- 75
Last 24 Hrs - 4
Last 30 Days- 50
Last 90 Days- 150
Rotorcraft - 3500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI WAS DEMONSTRATING A DEPARTURE AUTOROTATION TO A PROSPECTIVE STUDENT. A HIGH RATE OF DESCENT WITH LOW AIRSPEED AND LOW ROTOR RPM DEVELOPED AND THE CFI ATTEMPTED A POWER RECOVERY WITH NO RESULTS. THE ACFT TOUCHED DOWN HARD, THE SKIDS COLLAPSED AND THE HELICOPTER ROLLED OVER. THE PLT DID NOT REPORT ANY MECHANICAL PROBLEM BUT DID MENTION THAT SHIFTING WINDS MIGHT HAVE BEEN ENCOUNTERED.

Brief of Accident (Continued)

File No. - 1952

8/21/88

PITTSTOWN,NJ

A/C Reg. No. N7028V

Time (Lcl) - 1830 EDT

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - IMPROPER - PILOT IN COMMAND(CFI)
 2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI)
-

-----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. - 1964 9/17/88 MT.HOLLY,NJ A/C Reg. No. N714YY Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

Crew 0

Pass 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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 140/002 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 4500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WRIGHTSTORM,NJ

Destination

MOUNT HOLLY,NJ

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

BURLINGTON CO.

Runway Ident - 08

Runway Lth/Wid - 3908/ 50

Runway Surface - ASPHALT

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 52

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 37

Make/Model- 37

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- 9

Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

SEVERAL LANDINGS AND TAKEOFFS WERE PERFORMED. ON THE LAST LANDING, THE AIRCRAFT TOUCHED DOWN FIRST ON THE RIGHT MAIN GEAR AND THEN THE LEFT MAIN GEAR. THE PILOT STATED THAT THE AIRCRAFT SEEMED TO SLIDE OR SKID TO THE RIGHT AND CONTINUED ONTO THE GRASSY AREA BETWEEN THE RUNWAY AND TAXIWAY. PILOT COULD NOT REGAIN DIRECTIONAL CONTROL AND THE LEFT WING HIT THE WIND SOCK SWINGING THE AIRCRAFT AROUND INTO THE FLAG POLE.

Brief of Accident (Continued)

File No. - 1964

9/17/88

MT.HOLLY,NJ

A/C Reg. No. N714YY

Time (Lc1) - 2000 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 OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - POLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1979 12/20/88 PEDRICKTOWN, NJ A/C Reg. No. N24824 Time (Lcl) - 1445 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	2
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OLD MANS
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 19700
SE LAND,ME LAND	Months Since - 6	Make/Model- 15
	Aircraft Type - C-182	Instrument- 853
		Multi-Eng - 12700
		Last 24 Hrs - UNK/NR
		Last 30 Days- 15
		Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT AND RAN OFF THE LEFT SIDE OF THE RUNWAY, HIT A DIRT BANK AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1979

12/20/88

PEDRICKTOWN,NJ

A/C Reg. No. N24824

Time (Lc1) - 1445 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1977 12/24/88 PRINCETON, NJ A/C Reg. No. N91PA Time (Lcl) - 1630 EST

-----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	0
Accident Occurred During -LANDING			0	0	1
					2

-----Aircraft Information-----

Make/Model - PIPER PA-44-180T	Eng Make/Model - LYCOMING T0-360-E1A6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3925	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAVANNAH, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	MANVILLE, NJ	Runway Ident - N/A
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Surface - DIRT
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 917
SE LAND,ME LAND	Months Since - 3	Make/Model - 41
	Aircraft Type - PA-44	Instrument - 106
		Multi-Eng - 51
		Last 24 Hrs - 0
		Last 30 Days - 61
		Last 90 Days - 223

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A LOSS OF POWER OF BOTH ENGINES AND CRASHED INTO TREES NEAR PRINCETON AIRPORT, PRINCETON, NJ. THE PILOT FLEW 4.5 HRS AND AFTER A MISSED APPROACH ONE ENGINE QUIT. WHILE ATTEMPTING TO MAKE PRINCETON AIRPORT THE OTHER ENGINE QUIT. ACCORDING TO THE MANUFACTURER OF THE ACFT, 4.5 HRS WOULD USE ALL BUT RESERVE FUEL AT OPTIMUM CRUISE AT 16,000 FT. CRUISE AT LOWER ALT OR AT HIGHER POWER WOULD USE MORE FUEL.

Brief of Accident (Continued)

File No. - 1977

12/24/88

PRINCETON, NJ

A/C Reg. No. N91PA

Time (Lcl) - 1630 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - HOLDING(IFR)

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. 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

Finding(s)

3. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1997 10/30/88 TUCUMCARI,NM A/C Reg. No. N4026Z Time (Lcl) - 1400 MST

-----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	-MANEUVERING						

-----Aircraft Information-----

Make/Model	- PIPER PA-18-150	Eng Make/Model	- LYCOMING O-320-A2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1625	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	CONCHAS,NM	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 090/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 5500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1145	Last 24 Hrs - 2
SE LAND	Months Since - 8	Make/Model- 263	Last 30 Days- UNK/NR
	Aircraft Type - PA-18	Instrument- 22	Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS FLYING A FRIEND OVER HIS RANCH SEARCHING FOR COWS. THE PLT REPORTED MAKING A 40 DEG LEFT BANKED TURN AT 300 FT AGL AT FULL POWER AND 70 KNOTS. HE SAID THAT THE PLANE WOULD NOT RESPOND TO AILERON CONTROL INPUTS INITIALLY. THE PLT SAID THE PLANE MAY HAVE STALLED. THERE IS NO STALL WARNING DEVICE ON THIS PLANE. THE ACFT LOST ALTITUDE AND THE PLT SAW A 60 FT BLUFF IN THE FLIGHT PATH. THE PLT WAS ABLE TO LEVEL THE ACFT AT 20 FT AGL AND LANDED IN ROCKS AND SHORT TREES STRAIGHT AHEAD. THE ACFT CAME TO REST 100 FT FROM IMPACT.

Brief of Accident (Continued)

File No. - 1997

10/30/88

TUCUMCARI,NM

A/C Reg. No. N4026Z

Time (Lcl) - 1400 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. MANEUVER - 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) 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. - 1949 11/13/88 CARRIZOZO,NM A/C Reg. No. N43603 Time (Lcl) - 0930 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12D	Eng Make/Model - CONTINENTAL A-75	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	UNK/NR	CARRIZOZO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 100.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 900
SE LAND	Months Since - 1	Make/Model- 695
	Aircraft Type - BC-12-D	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 9
		Last 30 Days- 19
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT SAID HIS TAYLORCRAFT WAS SECURED TO THE RAMP BY 3 CHAINS. HE TRIED TO HAND START THE ENGINE, WITH NO ONE AT THE CONTROLS, AND THE THROTTLE FULL OPEN. THE ENGINE STARTED, THE ACFT BROKE THE RIGHT WING TIE DOWN RING, AND STRAIGHTENED AN "S" HOOK ATTACHED TO THE LEFT WING. THE TAIL WHEEL CHAIN WAS WRAPPED AROUND THE TAIL WHEEL AND IT UNWRAPPED, RELEASING THE ACFT. IT BEGAN TO MOVE IN TIGHT LEFT CIRCLES. THE PLT ATTEMPTED TO BOARD THE ACFT, BUT HE WAS KNOCKED DOWN. THE LEFT MAIN WHEEL PASSED OVER HIS LEFT LEG, BROKE IT, AND LEFT HIM LYING ON THE RAMP UNABLE TO STAND. THE ACFT CAME BACK TO THE PLT SEVERAL TIMES IN THE NEXT 10 MINUTES. THE PLT ROLLED AWAY TO AVOID FURTHER INJURY. THE ACFT STRUCK A PARKED AUTO, LEFT THE RAMP, HIT A VASI LIGHT, STRUCK A CULVERT, AND NOSED DOWN.

Brief of Accident (Continued)

File No. - 1949

11/13/88

CARRIZOZO, NM

A/C Reg. No. N43603

Time (Lc1) - 0930 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. THROTTLE/POWER LEVER - OPEN
 2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 3. TIE DOWN - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

4. OBJECT - OTHER PERSON
 5. OBJECT - VEHICLE
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI

Finding(s)

6. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1958

4/02/88

POLAND, NY

A/C Reg. No. N8316K

Time (Lc1) - 1415 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

1

0

0

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - STINSON 108-1

Eng Make/Model - FRANKLIN 6A4-150-B3

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2078

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 110/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 26

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 45

Last 24 Hrs - UNK/NR

Make/Model- 20

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

AFTER SEVERAL TAKEOFFS IN A SOUTHWESTERLY DIRECTION FROM A FARM FIELD, THE STUDENT PILOT ATTEMPTED A TAKEOFF DOWNWIND IN AN EASTERLY DIRECTION AND FAILED TO CLEAR THE TREES AT THE END OF THE FIELD. THE AIRPLANE CRASHED INTO THE TREES AND TERRAIN, AND WAS DESTROYED BY IMPACT AND FIRE.

Brief of Accident (Continued)

File No. - 1958

4/02/88

POLAND, NY

A/C Reg. No. N8316K

Time (Lcl) - 1415 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 1960 4/02/88 WARWICK, NY

A/C Reg. No. N9326K

Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - STINSON 108-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2078
No. of Seats - 4

Eng Make/Model - FRANK 6A4-165-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 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- 210/002 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WARWICK, NY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

WARWICK
Runway Ident - 21
Runway Lth/Wid - 2150/ 25
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND
GLIDER

Age - 51
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2352
Make/Model- 35
Instrument- 80
Multi-Eng - 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF AND LANDING PRACTICE, THE AIRCRAFT VEERED LEFT OFF OF THE RUNWAY DESPITE REPORTED FULL RIGHT RUDDER APPLICATION BY THE PILOT. THE AIRCRAFT CONTINUED TO ROLL ACROSS THE GRASS AND CAME TO REST AFTER COLLIDING WITH A CONSTRUCTION DITCH.

Brief of Accident (Continued)

File No. - 1960

4/02/88

WARWICK, NY

A/C Reg. No. N9326K

Time (Lcl) - 1700 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1986 4/29/88 JAMESTOWN, NY A/C Reg. No. N5688V Time (Lcl) - 2308 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1	1
Accident Occurred During - APPROACH			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	WRIGHTSTOWN, NJ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	NIAGARA FALLS, NY	JAMESTOWN
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5299/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG	FORCED LANDING	
Precipitation - RAIN SHOWERS		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 376
SE LAND	Months Since - 5	Make/Model- 31
	Aircraft Type - UNK/NR	Instrument- 88
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIPER PA-28-181 DEPARTED WITH TWO PILOTS ONBOARD. ABOUT ONE HOUR AFTER TAKEOFF, THE PIC GOT VERY SICK AND COULD NOT CONTINUE FLYING. SHE EXPERIENCED A SEVERE HEADACHE AND VOMITTING. THE NON-INSTRUMENT RATED PILOT CONTINUED THE FLIGHT. THE AIRCRAFT MADE ONE APPROACH TO A AIRPORT, BUT MISSED DUE TO WEATHER. WHILE EN ROUTE TO ANOTHER ARPT, THE AIRCRAFT EXPERIENCED A POWER LOSS DUE TO FUEL EXHAUSTION AND MADE AN OFF-AIRPORT LANDING IN A WOODED AREA. THE PIC HAD RECEIVED A WEATHER BRIEFING PRIOR TO TAKEOFF THAT INCLUDED FORECAST ICING CONDITIONS WHICH WERE ENCOUNTERED DURING THE FLIGHT. THE AIRCRAFT WAS NOT EQUIPPED WITH ANY DE-ICE EQUIPMENT OTHER THAN A HEATED PILOT TUBE.

Brief of Accident (Continued)

File No. - 1986

4/29/88

JAMESTOWN,NY

A/C Reg. No. N5688V

Time (Lc1) - 2308 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation CRUISE

Finding(s)

4. INCAPACITATION - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #3 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

6. FLUID,FUEL - EXHAUSTION

Occurrence #4 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. LIGHT CONDITION - NIGHT
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 2,3,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1873 5/13/88 MILLBROOK,NY

A/C Reg. No. N2819J

Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
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 - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MILLBROOK,NY
Destination
WHITE PLAINS,NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SKY ACRES
Runway Ident - 17
Runway Lth/Wid - 3885/ 20
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4000	Last 24 Hrs	- 1
Make/Model-	840	Last 30 Days-	UNK/NR
Instrument-	180	Last 90 Days-	100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DEPARTED RUNWAY 17 AT SKY ACRES AIRPORT AND AFTER REACHNG AN ALTITUDE OF ABOUT 100 FEET, WITNESSES OBSERVED THE ENGINE COWLING EXTENDED VERTICALLY, PARTIALLY ATTACHED. THE PILOT SAID HE WAS UNABLE TO RETURN TO THE DEPARTURE AIRPORT, AND THE AIRCRAFT COLLIDED WITH TREES IN A FIELD 1/2 MILE AWAY WITH THE LANDING GEAR STILL EXTENDED. A WITNESS SAW THE PILOT PLACING THE COWLING ON THE AIRCRAFT EARLIER IN THE DAY.

Brief of Accident (Continued)

File No. - 1873

5/13/88

MILLBROOK,NY

A/C Reg. No. N2819J

Time (Lc1) - 1500 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. COOLING SYSTEM,COWLING - UNLATCHED
 2. MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND
 3. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1854 5/14/88 RED CREEK, NY A/C Reg. No. N1502K Time (Lc1) - 1905 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE		Fatal		Injuries	
Type of Operation -PERSONAL	Fire	Crew	0	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	None
Accident Occurred During -TAKEOFF		Other	0	1	0	0

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 900	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 315/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 257
SE LAND	Months Since - 6	Last 24 Hrs - UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Make/Model- 78
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PILOT WAS WAITING FOR LIFTOFF, THREE GROUND CREWMEN WERE SITTING ON THE BASKET HOLDING THE BALLOON DOWN. AS THE PILOT PREPARED FOR LIFTOFF, HE ANNOUNCED THAT HE WAS READY FOR LIFTOFF AND UNTIED THE ROPE. AS THE BALLOON REACHED AN ALTITUDE OF ABOUT 6-10 FEET, ONE OF THE GROUND CREWMAN JUMPED OFF AND FELL RECEIVING SERIOUS INJURIES. THE GROUND CREWMAN WAS WAITING FOR SPECIFIC INSTRUCTIONS FROM THE PILOT. THE PILOT SAID HE THOUGHT THE GROUND CREWMAN WAS AWARE OF THE LIFTOFF. THE PILOT AND GROUND CREWMAN HAD NOT WORKED TOGETHER BEFORE.

Brief of Accident (Continued)

File No. - 1854

5/14/88

RED CREEK,NY

A/C Reg. No. N1502K

Time (Lcl) - 1905 EDT

Occurrence #1

MISCELLANEOUS/OTHER

Phase of Operation

TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. CREW/GROUP BRIEFING - INADEQUATE - PILOT IN COMMAND
 3. CREW/GROUP COORDINATION - POOR -
-

----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. - 1963 5/15/88 ROCHESTER, NY A/C Reg. No. N2047K Time (Lc1) - 1735 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - LUSCOMBE 8E
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/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- 040/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PULASKI, WI
Destination
ROCHESTER, NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

MONROE CO.
Runway Ident - 07
Runway Lth/Wid - 4403/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10200
Make/Model - 32
Instrument - UNK/NR
Multi-Eng - 9650
Last 24 Hrs - 5
Last 30 Days - UNK/NR
Last 90 Days - 155
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LUSCOMBE 8E EXPERIENCED A FAILURE OF THE RIGHT MAIN LANDING GEAR AXLE DURING A BOUNCED LANDING. THE FAILURE OCCURRED AT THE WELD WHERE THE AXLE ATTACHES TO THE LANDING GEAR STRUT. EXAMINATION OF THE FRACTURE REVEALED A PRE-EXISTING CRACK THAT WAS NOT DETECTED PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1963

5/15/88

ROCHESTER, NY

A/C Reg. No. N2047K

Time (Lcl) - 1735 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, AXLE - CRACKED
2. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
3. LANDING GEAR, AXLE - PREVIOUS DAMAGE

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WEATHER CONDITION - CROSSWIND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1980 5/21/88 POLAND, NY A/C Reg. No. N6078T Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 295/005 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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 - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 44

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 150

Make/Model- 150

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- 10

Last 90 Days- 30

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT STATED THAT ON HIS LAST TAKEOFF AFTER DOING MANY PRACTICE TOUCH AND GOS FROM HIS PRIVATE STRIP AT HIS FARM, HIS STALL WARNING CAME ON. WHEN HE TRIED TO PUSH THE YOKE DOWN (FORWARD), IT WAS JAMMED. HE SAID A SMALL TWIG HAD JAMMED THE ELEVATOR. HE PULLED THE THROTTLE OUT AND LET THE PLANE DOWN IN A PLOWED FIELD. THE AIRCRAFT HIT HARD ON ITS WHEELS AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1980

5/21/88

POLAND,NY

A/C Reg. No. N6078T

Time (Lcl) - 1700 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST,ELEVATOR CONTROL - FOREIGN OBJECT
2. FLT CONTROL SYST,ELEVATOR CONTROL - FOULED

Occurrence #2 HARD LANDING
Phase of Operation LANDING

Finding(s)

3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. FLARE - NOT POSSIBLE -

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1955 6/01/88 UTICA, NY A/C Reg. No. N20PA Time (Lcl) - 0850 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-SAIR AVIATION, INC.	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BEECH H18	Eng Make/Model	- P & W R-985-AN14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 11	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	SYRACUSE, NY			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	PLATTSBURG, NY		Runway Ident	- N/A
Wind Dir/Speed	- 290/005 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 3.000 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 3800 FT OVERCAST	Type Apch/Lndg	- PRECAUTIONARY LANDING		
Obstructions to Vision	- UNK/NR				
Precipitation	- DRIZZLE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 8019	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 755	Last 30 Days - 50
	Aircraft Type - UNK/NR	Instrument - 961	Last 90 Days - 105
		Multi-Eng - 6777	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT HAD DEPARTED SYRACUSE AIRPORT ENROUTE TO PLATTSBURG, NEW YORK TRANSPORTING UPS PACKAGES. AT ABOUT 0810 HOURS, A LOSS OF POWER ON THE LEFT ENGINE WAS EXPERIENCED AND ALTITUDE COULD NOT BE MAINTAINED. THE PILOT INFORMED GRIFFISS CONTROL THAT HE COULD NOT MAKE THE ONEIDA NOR HANCOCK AIRPORTS AND WAS MAKING A PRECAUTIONARY LANDING. THE AIRCRAFT TOUCHED DOWN ON UNEVEN TERRAIN AND THE RIGHT LANDING GEAR COLLAPSED. DURING ENGINE TEARDOWN IT WAS REVEALED THAT THE NO.3 ROD AND PISTON HAD BROKEN.

Brief of Accident (Continued)

File No. - 1955

6/01/88

UTICA,NY

A/C Reg. No. N20PA

Time (Lc1) - 0850 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. 1 ENGINE -
2. ENGINE ASSEMBLY,PISTON - FAILURE,TOTAL
3. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1848

6/14/88

WANTAGH, NY

A/C Reg. No. N6110V

Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	1	0	0
Pass 0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----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/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- 090/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEW BEDFORD, MA
Destination
FARMINGDALE, NY

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, SE SEA

Age - 56

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 313	Last 24 Hrs - 4
Make/Model - 56	Last 30 Days - 22
Instrument - UNK/NR	Last 90 Days - 47
Multi-Eng - 20	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A RETURN VFR FLIGHT TO REPUBLIC AIRPORT AFTER HAVING REPAIRS PERFORMED ON THE AIRCRAFT. THE PILOT STATED THAT HE EXPERIENCED AN ENGINE POWER LOSS AND PREPARED FOR AN EMERGENCY LANDING WITH THE GEARS RETRACTED. THE AIRCRAFT LANDED BETWEEN TWO SAND DUNES AND INCURRED STRUCTURAL DAMAGE. POST ACCIDENT INVESTIGATION REVEALED THAT THERE WAS NO FUEL ON BOARD THE AIRCRAFT AT THE TIME OF THE ACCIDENT. THE PILOT REPORTED THAT THE FUEL GAUGE STILL READ FULL WHEN THE POWER LOSS OCCURRED AFTER FLYING FOR ABOUT ONE HOUR.

Brief of Accident (Continued)

File No. - 1848

6/14/88

WANTAGH, NY

A/C Reg. No. N6110V

Time (Lc1) - 1930 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SAND BAR
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) 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. - 1819 6/18/88 COPENHAGEN, NY A/C Reg. No. N622SC Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- ROBINSON R22HP	Eng Make/Model	- LYCOMING O-320-B2C	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 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	DANBURY, CT	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	PITTSFIELD, MA	
Wind Dir/Speed	- 320/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 35000 FT SCATTERED	Type of Clearance	- NONE
Lowest Ceiling	- NONE	Type Apch/Lndg	- SIMULATED FORCED LANDING
Obstructions to Vision	- NONE		Runway Lth/Wid
Precipitation	- NONE		- N/A
Condition of Light	- DAYLIGHT		Runway Surface
			- GRASS/TURF
			Runway Status
			- DRY

-----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
	Months Since	- 12	- 974
HELICOPTER	Aircraft Type	- R22	Make/Model
			- 969
			Instrument
			- 0
			Multi-Eng
			- 0
			Last 24 Hrs
			- 5
			Last 30 Days
			- 46
			Last 90 Days
			- 165
			Rotorcraft
			- 972

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PRACTICE AUTOROTATION TO AN OPEN FIELD, THE AIRCRAFT STRUCK A WIRE THAT HAD NOT BEEN OBSERVED. AN ATTEMPT TO FLY OVER THE WIRE WAS UNSUCCESSFUL AND THE TAIL ROTOR AND AFT 1/3 OF THE TAIL CONE WAS SEVERED FROM THE HELICOPTER. A HOVERING AUTOROTATION FROM 20 FEET AGL WAS THEN PERFORMED WHICH RESULTED IN BENT SKIDS AND THE MAIN ROTOR BLADES BEING DESTROYED.

Brief of Accident (Continued)

File No. - 1819

6/18/88

COPAKE FALLS, NY

A/C Reg. No. N622SC

Time (Lcl) - 1500 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
 2. OBJECT - WIRE, TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 5. MISC ROTORCRAFT, TAIL BOOM - SHEARED
-

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) 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. - 1817 7/03/88 W. SENECA,NY

A/C Reg. No. N63206

Time (Lcl) - 1145 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 -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
BATAVIA,NY
Destination
WEST SENECA,NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
GLIDER

Age - 32
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - M-20C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 763
Make/Model- 125
Instrument- 308
Last 24 Hrs - 4
Last 30 Days- 38
Last 90 Days- 91

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT STATED THAT THE STUDENT PILOT CONDUCTED THE PREFLIGHT AND REPORTED THE FUEL "DOWN A LITTLE."
THE INSTRUCTOR DID NOT VISUALLY VERIFY THE AMOUNT OF FUEL ON BOARD. INVESTIGATION REVEALED THAT THE ACFT RAN OUT OF
FUEL AND WAS FORCED TO LAND IN A FIELD FILLED WITH THICK BUSHES THAT WERE 3 TO 8 FEET TALL.

Brief of Accident (Continued)

File No. - 1817

7/03/88

W. SENECA, NY

A/C Reg. No. N63206

Time (Lcl) - 1145 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1815 7/10/88 STATEN ISLAND,NY A/C Reg. No. N7523F Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BANNER TOW
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - CHAMPION 7GBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES-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 - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

E. MORICHES,NY

Destination

FARMINGDALE,NJ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 370

Make/Model- 55

Instrument- UNK/NR

Multi-Eng - 11

Last 24 Hrs - 6

Last 30 Days- 70

Last 90 Days- 85

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER FLYING INTO A THUNDERSTORM HE ENCOUNTERED STRONG TURBULENCE, HEAVY DOWNDRAFTS AND RAIN, WHICH FORCED HIM INTO THE WATER. WHEN HE REALIZED THAT HE WAS GOING DOWN HE DROPPED THE BANNER HE WAS TOWING "BUT THE AIRPLANE DIDN'T WANT TO KEEP FLYING EVEN THOUGH I HAD FULL POWER." THE ACFT SANK AFTER ABOUT 10 MINUTES.

Brief of Accident (Continued)

File No. - 1815

7/10/88

STATEN ISLAND, NY

A/C Reg. No. N7523F

Time (Lc1) - 1700 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. WEATHER CONDITION - DOWNDRAFT
 3. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

6. LOAD JETTISON - DELAYED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - WATER
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1965 7/29/88 W. BLOOMFIELD, NY A/C Reg. No. N94011 Time (Lcl) - 1115 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	1	0	0
Accident Occurred During	-TAKEOFF	ON GROUND	Pass	0	0	1	0

-----Aircraft Information-----

Make/Model	- ERCO 415C	Eng Make/Model	- CONTINENTAL C-85-12	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-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-----

<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- 200/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">W. BLOOMFIELD, NY</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">FORT HILL</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 2000/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, ATP</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 4</p> <p style="padding-left: 20px;">Aircraft Type - C-130</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 6000</p> <p style="padding-left: 20px;">Make/Model- 75</p> <p style="padding-left: 20px;">Instrument- 850</p> <p style="padding-left: 20px;">Multi-Eng - 5710</p> <p style="padding-left: 20px;">Last 24 Hrs - 0</p> <p style="padding-left: 20px;">Last 30 Days- 80</p> <p style="padding-left: 20px;">Last 90 Days- 230</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF AT ABOUT 150 FEET A.G.L., THE PILOT LOST CONTROL OF THE AIRPLANE AND CRASHED IN A CORN FIELD ABOUT 0.5 MILE FROM AIRPORT. A PASSENGER REPORTED THAT THEY ENCOUNTERED A WIND GUST AND THE PILOT WAS UNABLE TO CONTROL THE AIRPLANE.

Brief of Accident (Continued)

File No. - 1965

7/29/88

W. BLOOMFIELD, NY

A/C Reg. No. N94011

Time (Lcl) - 1115 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1812 10/10/88 FARMINGDALE, NY A/C Reg. No. N37273 Time (Lcl) - 0730 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
			0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 77	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1680	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	REPUBLIC
Wind Dir/Speed- 122/011 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 204
SE LAND	Months Since - 1	Make/Model- 1
	Aircraft Type - BE-77	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE BEECH 77 HAD JUST STARTED THE ENGINE AND WAS CHECKING THE GAUGES, WHEN THE AIRCRAFT STARTED MOVING FORWARD. THE PILOT TRIED TO TURN THE AIRCRAFT ONTO A TAXIWAY. THE AIRCRAFT CONTINUED STRAIGHT AHEAD AND HIT TWO PARKED AIRCRAFT.

Brief of Accident (Continued)

File No. - 1812

10/10/88

FARMINGDALE, NY

A/C Reg. No. N37273

Time (Lc1) - 0730 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI

Finding(s)

1. PARKING BRAKES - NOT USED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

2. OBJECT - AIRCRAFT PARKED
 3. BRAKES(NORMAL) - NOT USED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1925 8/19/88 DUNCAN TOWN, A/C Reg. No. N39272 Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -M D AIR SERVICES, INC.	DESTROYED		Fatal	Serious
Type of Operation -NON SCHED,INTL,PASSENGER	Fire	Crew	2	0
Flight Conducted Under -14 CFR 129	NONE	Pass	4	0
Accident Occurred During -DESCENT				Minor
				0
				None
				0

-----Aircraft Information-----

Make/Model - PARTENAVIA P-68C	Eng Make/Model - LYCOMING IO-360-C1A6D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NASSAU	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DUNCAN TOWN	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 275
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 35
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN THE OCEAN NR DUNCAN TOWN, BAHAMAS. THE WX ACCORDING TO WITNESSES WAS VMC. THE FLT HAD BEEN AIRBORNE ENROUTE FROM NASSAU FOR ABOUT 1 HR AND 20 MINUTES. WITNESSES ON A NEARBY BOAT SAID THE ACFT WAS FLYING IN A SLIGHT LEFT BANK WHEN THE LEFT WING SEPARATED FROM THE ACFT. THE ACFT ROLLED TO THE LEFT AND IMPACTED THE WATER. THE WRECKAGE SANK WHERE THE WATER WAS ABOUT 50 FT DEEP. THE LEFT OUTBOARD WING PANEL WAS RECOVERED AND EXAMINED AT THE NTSB LAB. ALL FRACTURES WERE FOUND TO BE FROM OVERSTRESS. NO PREEXISTING CRACKS WERE FOUND AND NO EVIDENCE OF FATIGUE OR FAILURE FROM CORROSION. THE WING TIP HAD CRUSHING DAMAGE AND A BLUE PAINT TRANSFER AS IF FROM A COLLISION. THE PARTLY BLUE VERTICAL STAB WAS DAMAGED FROM THE SEPARATED WING SECT STRIKING IT. THE WX REPORTED EN ROUTE WAS: BROKEN TO OVERCAST WITH RAIN SHOWERS AND ISOLATED THUNDERSTORMS. EXAM OF THE LATER RECOVERED INBOARD LEFT WING SECTION SHOWED SEPARATION OF THE OUTBOARD WING SECTION RESULTED FROM OVERSTRESS.

Brief of Accident (Continued)

File No. - 1925

8/19/88

DUNCAN TOWN,

A/C Reg. No. N39272

Time (Lcl) - 1430 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WING, SPAR - FAILURE, TOTAL
2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - WATER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1807 8/08/88 NAPOLEON, OH A/C Reg. No. N9211U Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	- INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	- 14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	- TAKEOFF		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150	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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- LIGHT AND VARIABLE</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>HENRY COUNTY</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 4500/ 65</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 16
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 16
		Last 30 Days- 16
		Instrument- 0
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE LEFT THE RUNWAY AND STRUCK A DITCH DURING AN ATTEMPTED SOFT FIELD TAKEOFF. THE STUDENT PILOT LOST DIRECTIONAL CONTROL OF THE ACFT AND, AFTER STRIKING A RUNWAY LIGHT ON THE LEFT SIDE OF THE RUNWAY, CONTINUED UNTIL HE COLLIDED WITH THE DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1807

8/08/88

NAPOLEON,OH

A/C Reg. No. N9211U

Time (Lc1) - 1000 EDT

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 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1846 8/12/88 MIDDLETOWN, OH A/C Reg. No. N763E Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - WACO ATO	Eng Make/Model - WRIGHT R-975-11	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 420 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 325
SE LAND	Months Since - 16	Make/Model- 4
	Aircraft Type - C-152	Instrument- UNK/NR
		Multi-Eng - 10
		Last 24 Hrs - 0
		Last 30 Days- 4
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING INITIAL CLIMB THE ENGINE SPUTTERED AND HE DISCOVERED THAT THE FUEL PRESSURE GAUGE READ ZERO. HE MADE AN IMMEDIATE RIGHT TURN BACK TOWARD THE AIRPORT. WHILE ATTEMPTING TO GLIDE TO THE AIRPORT HE NOTICED THAT THE FUEL SELECTOR WAS SET ON THE AUXILIARY TANK. THE PILOT THEN SELECTED THE MAIN TANK WHICH HELD APPROXIMATELY 61 GALLONS OF FUEL. THE PLT INDICATED THAT BEFORE THE ENGINE COULD RESUME POWER THE AIRPLANE STRUCK A TREE AND CONTINUED ITS DESCENT INTO A POND AND FLIPPED OVER. BOTH PERSONS THEN EXITED THE AIRPLANE AND WERE PICKED UP BY A SMALL BOAT.

Brief of Accident (Continued)

File No. - 1846

8/12/88

MIDDLETOWN, OH

A/C Reg. No. N763E

Time (Lc1) - 1500 EDT

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. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY

-----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. - 1987 11/12/88 CARROLLTON, OH A/C Reg. No. N3066L Time (Lcl) - 0845 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 -TAKEOFF			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 310J	Eng Make/Model - CONTINENTAL IO-470-U	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 - 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	ST. CLAIRSVILLE, OH	CARROLL CO.
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4312/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND, ME LAND	Months Since - 15	Make/Model- 3000
	Aircraft Type - C-310	Instrument- 1273
		Multi-Eng - 4000
		Last 24 Hrs - 0
		Last 30 Days- 25
		Last 90 Days- 60
		Rotorcraft - 608

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD LANDED AT CARROLLTON, OH FOR REFUELLING AND BREAKFAST. AFTER REFUELLING HE TAXIED OUT FOR DEPARTURE FROM RUNWAY 25 FOR A FLIGHT BACK TO HIS HOME BASE. THE RUNUP WAS REPORTEDLY NORMAL. AFTER APPLICATION OF MAXIMUM POWER, HE STARTED HIS TAKEOFF ROLL. HE NOTED A SLIGHTLY HIGHER THAN USUAL FUEL PRESSURE/FLOW. AT ABOUT 40 MPH, HE NOTED A LOSS OF POWER TO THE LEFT ENGINE AND THE AIRPLANE SWERVED TO THE LEFT. HE ATTEMPTED TO BECOME AIRBORNE BUT FAILED. THE AIRPLANE LEFT THE RUNWAY TO THE LEFT AND CONTINUED DOWN AN EMBANKMENT BEFORE COMING TO A STOP. THE WIND AT THE TIME WAS FROM THE SOUTH AT 10-12 KNOTS. THERE WAS NO FIRE AND THE PILOT RECEIVED MINOR INJURIES. THE SPARK PLUG ELECTRODES FROM THE LEFT ENGINE WERE SOOTED AND THE NUMBER FIVE CYLINDER HAD VERY LOW COMPRESSION FROM A LEAK AROUND THE EXHAUST VALVE AREA.

Brief of Accident (Continued)

File No. - 1987

11/12/88

CARROLLTON, OH

A/C Reg. No. N3066L

Time (Lc1) - 0845 EST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. 1 ENGINE - FAILURE, PARTIAL
2. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1808 12/24/88 WADSWORTH, OH A/C Reg. No. N8193B Time (Lcl) - 1210 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	WELTZIEN SKYPARK
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 200 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING	Runway Status - N/A
Obstructions to Vision- FOG		
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 - 288
SE LAND	Months Since - 8	Make/Model- 188
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

PIC & FUTURE SON-IN-LAW CAME TO ARPT TO FLY ACFT. WX WAS LOW CEILINGS & VIZ DUE TO FOG. PIC DID NOT HAVE INSTRUMENT RATING. THE SON-IN-LAW, AN ARMY CAPTAIN, WAS SKED TO LEAVE FOR OVERSEAS ASSIGNMENT SHORTLY. CLOSEST ARPT WHICH RPTED WX, 15 MILES SOUTHEAST, INDICATED THAT THE CEILINGS WERE RAGGED & THE TEMP/DEW POINT WAS 1 DEGREE APART. THE PILOT DID NOT OBTAIN A WX BRIEFING. OTHER PILOTS WERE SURPRISED WHEN THE PIC DEPARTED AND NOTED HE THROTTLED BACK ALMOST IMMEDIATELY AFTER TAKEOFF. THE ACFT WAS FOUND IN A FIELD ABOUT 3 MILES NE OF THE ARPT. IT WAS LOCATED IN THE APPROXIMATE AREA FOR A DOWNWIND LEG TO RUNWAY 21 AT WELTZIEN SKYPARK.

Brief of Accident (Continued)

File No. - 1808

12/24/88

WADSWORTH, OH

A/C Reg. No. N8193B

Time (Lcl) - 1210 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
5. SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

7. 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) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1810 5/24/88 LAWTON,OK A/C Reg. No. N65DA Time (Lcl) - 1454 EST

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-ATLANTIC SOUTHEAST AIRLIN	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	1	1	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	1	5	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- EMBRAER EMB-110P	Eng Make/Model	- P&W PT6A-34	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 13007	Engine Type	- TURBOPROP		
No. of Seats	- 17	Rated Power	- 750 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- IN PERSON		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	LAWTON MUNIC	
Wind Dir/Speed	- 020/010 KTS	Runway Ident	- 35
Visibility	- 15.0 SM	Runway Lth/Wid	- 8600/ 150
Lowest Sky/Clouds	- 3500 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 - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 2333	Last 24 Hrs - 8
SE LAND,ME LAND	Months Since - 5	Make/Model - 483	Last 30 Days - 85
	Aircraft Type - EMB-110	Instrument - UNK/NR	Last 90 Days - 294
		Multi-Eng - 2084	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NUMBER 1 (LEFT) ENGINE FAILED DURING THE TAKEOFF FROM RUNWAY 35. IT WAS REPORTED THAT THE AIRCRAFT YAWED SHARPLY LEFT AND CLIMBED TO BETWEEN 50 AND 100 FEET AGL BEFORE IT BEGAN LOSING ALT. THE AIRCRAFT STRUCK THE GROUND AND CONTINUED TO MOVE FORWARD ON THE GROUND SEVERAL HUNDRED FEET UNTIL IT STRUCK THE AIRPORT PERIMETER FENCE. THE AIRCRAFT CAME TO REST 1,600 FEET WEST OF THE RUNWAY, ON A HEADING OF 290 DEGREES. A POST-CRASH FIRE DESTROYED THE CARGO AREA OF THE AIRCRAFT. EXAMINATION OF THE NO. 1 ENGINE REVEALED A COMPRESSOR TURBINE BLADE AIRFOIL SEPARATION. DISASSEMBLY OF THE PROPELLER ON THE NO. 1 ENGINE INDICATED THAT THE PROPELLER HAD AUTOFEATHERED NORMALLY AFTER THE ENGINE FAILED. THE CAPTAIN REPORTEDLY MADE THE TAKEOFF.

Brief of Accident (Continued)

File No. - 1810

5/24/88

LAWTON,OK

A/C Reg. No. N65DA

Time (Lc1) - 1454 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. 1 ENGINE -
2. COMPRESSOR ASSEMBLY, BLADE - PREVIOUS DAMAGE
3. COMPRESSOR ASSEMBLY, BLADE - OVERTEMPERATURE
4. COMPRESSOR ASSEMBLY, BLADE - SEPARATION
5. PROPELLER FEATHERING - PERFORMED -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. OBJECT - FENCE

-----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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1904 7/22/88 OKLAHOMA CITY,OK A/C Reg. No. N2970M Time (Lcl) - 1745 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage						
Name of Carrier	-ADIOS AIR LIMITED	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	1	0	0	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	1	0	0	
Accident Occurred During	-TAKEOFF							

-----Aircraft Information-----

Make/Model	- PIPER PA-28R	Eng Make/Model	- LYCOMING IO-360-C1C6	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 200 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	TULSA,OK		DOWNTOWN AIRPARK	
Wind Dir/Speed	- 180/013 KTS	ATC/Airspace		Runway Ident	- 16
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3240/ 85
Lowest Sky/Clouds	- 8000 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 - 25	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 3000	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIR TAXI AIRPLANE, HAULING CARGO, WAS ATTEMPTING A TAKEOFF AND RAN OFF THE END OF THE RUNWAY AND ENDED UP IN A DITCH. THE PILOT SAID THE ENGINE HAD FAILED. A CHECK ON THE WRECKAGE REVEALED THE ENGINE HAD THE WRONG TYPE OF SPARK PLUGS, ONE MAGNETO WAS ADVANCED 7 DEGREES TOO FAR, AND THE BRAKES WERE MAKING METAL TO METAL CONTACT. AFTER PLUGS WERE CHANGED AND THE MAGNETO RESET, THE ENGINE WAS OPERATED FROM IDLE TO FULL THROTTLE AND OPERATED SATISFACTORILY. THE AIRPLANE WAS ALSO OVERWEIGHT. THE BRAKES WERE FOUND WITH LININGS WORN TO THE RIVETS.

Brief of Accident (Continued)

File No. - 1904

7/22/88

OKLAHOMA CITY,OK

A/C Reg. No. N2970M

Time (Lcl) - 1745 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. IGNITION SYSTEM,MAGNETO - IMPROPER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IGNITION SYSTEM,SPARK PLUG - IMPROPER
4. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
5. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
6. AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND
7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1973 11/17/88 BEND,OR A/C Reg. No. N143CK Time (Lcl) - 0735 PST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-PACIFIC FLIGHT, INC.	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- GATES LEARJET 25B	Eng Make/Model	- GENERAL ELEC CJ610-6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 15000	Engine Type	- TURBOJET		
No. of Seats	- 10	Rated Power	- 2650 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	MEDFORD,OR			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	BEND,OR		BEND MUNICIPAL	
Wind Dir/Speed	- CALM			Runway Ident	- 16
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 5000/ 75
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- ICE COVERED
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 8753	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 7	Make/Model- 2573	Last 30 Days- 26
HELICOPTER ,GLIDER	Aircraft Type - C-206	Instrument- 951	Last 90 Days- 148
		Multi-Eng - 4112	Rotorcraft - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT VISUALLY INSPECTED THE RUNWAY WHILE MAKING A LOW PASS. HE REPORTED AFTERWARD THAT HE SAW NO EVIDENCE OF ICE OR SNOW ON THE RUNWAY. THE COPILOT CALLED UNICOM BUT WAS TOLD, WHILE THE AIRCRAFT WAS ON SHORT FINAL, THAT THE WINDS WERE CALM AND THE FAVORED RUNWAY WAS 16. THE COPILOT DID NOT ASK UNICOM ABOUT THE EXISTING RUNWAY CONDITIONS. DURING LANDING ROLL, ABOUT 2,000 FEET BEYOND THE LANDING THRESHOLD, THE AIRCRAFT BEGAN TO FISH TAIL AND SKID. THE PILOT WAS UNABLE TO STOP THE AIRCRAFT AND AN OVERRUN OCCURRED. DURING THE OVERRUN, THE AIRCRAFT STRUCK A BARBED WIRE FENCE AND THEN CAME TO REST IN A DITCH. AFTER THE ACCIDENT, BLACK ICE WAS FOUND TO BE PRESENT ON THE LAST ONE HALF OF THE RUNWAY. THIS AIRCRAFT WAS NOT EQUIPPED WITH THRUST REVERSERS. THE DRAG CHUTE WAS PLACARDED INOPERATIVE.

Brief of Accident (Continued)

File No. - 1973

11/17/88

BEND,OR

A/C Reg. No. N143CK

Time (Lcl) - 0735 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
2. AIR/GROUND COMMUNICATIONS - INADEQUATE - COPILOT/SECOND PILOT
3. THRUST REVERSER - NOT INSTALLED
4. MISC EQPT/FURNISHINGS,PARACHUTE/DAG CHUTE - INOPERATIVE
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - FENCE
8. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

9. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1806 11/19/88 OREGON CITY, OR A/C Reg. No. N6408G Time (Lcl) - 1115 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 1700 FT SCATTERED</p> <p>Lowest Ceiling - 2000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">AURORA, OR</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">NEILSON'S AIRPARK</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 1170/ 90</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</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 - 36</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - C-172N</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 399</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 338</td> <td>Last 30 Days- 3</td> </tr> <tr> <td>Instrument- 6</td> <td>Last 90 Days- 3</td> </tr> <tr> <td>Multi-Eng - 0</td> <td>Rotorcraft - 0</td> </tr> </table>	Total - 399	Last 24 Hrs - 1	Make/Model- 338	Last 30 Days- 3	Instrument- 6	Last 90 Days- 3	Multi-Eng - 0	Rotorcraft - 0
Total - 399	Last 24 Hrs - 1									
Make/Model- 338	Last 30 Days- 3									
Instrument- 6	Last 90 Days- 3									
Multi-Eng - 0	Rotorcraft - 0									

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING HIS AIRCRAFT ON A VERY WET 1,170 FOOT GRASS RUNWAY. THE PILOT WAS NOT ABLE TO STOP THE AIRCRAFT BEFORE IT COLLIDED WITH A FENCE AT THE END OF THE RUNWAY. ACCORDING TO THE MANUFACTURERS PERFORMANCE FIGURES, UNDER THE GIVEN TEMPERATURE AND WIND CONDITIONS, THE RUNWAY LENGTH REQUIRED ON DRY GRASS WOULD BE 740 FEET. ALTHOUGH NOT ADDRESSED IN THE PILOT OPERATORS HANDBOOK, DUE TO THE EXTREME VARIABLES, CESSNA AIRCRAFT COMPANY ENGINEERS STATED THAT WET GRASS WOULD INCREASE THE LANDING DISTANCE 100 TO 300%.

Brief of Accident (Continued)

File No. - 1806

11/19/88

OREGON CITY,OR

A/C Reg. No. N6408G

Time (Lcl) - 1115 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - GRASS
2. TERRAIN CONDITION - WET
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. PERFORMANCE DATA - UNAVAILABLE - MANUFACTURER

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 1974 12/15/88 MEDFORD,OR A/C Reg. No. N67638 Time (Lcl) - 1920 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NEWPORT,OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MEDFORD,OR	MEDFORD JACKSON AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 73
SE LAND	Months Since - 3	Make/Model- 50
	Aircraft Type - C-152	Instrument- 3
		Last 24 Hrs - 0
		Last 30 Days- 4
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED THE AIRPORT WITHOUT OBTAINING FUEL. APPROXIMATELY 15 GALLONS OF FUEL WAS ON BOARD WHICH WOULD MAKE THE FUEL TANKS ABOUT ONE-HALF FULL. AT THE TIME OF THE ACCIDENT THE AIRCRAFT HAD BEEN AIRBORNE FOR OVER 2 HOURS AND 10 MINUTES. DARK VISUAL METEOROLOGICAL CONDITIONS PREVAILED. THE PILOT CHOSE AN UNLIT AREA TO MAKE A FORCED LANDING AFTER THE ENGINE QUIT. THE AIRCRAFT STRUCK LUMBER IN A LUMBER YARD DURING THE LANDING. THE AIRCRAFT THEN NOSED OVER. POST ACC INVEST SHOWED NO FUEL IN THE ACFT AND NO EVIDENCE OF SPILLAGE OR LEAKAGE.

Brief of Accident (Continued)

File No. - 1974

12/15/88

MEDFORD,OR

A/C Reg. No. N67638

Time (Lcl) - 1920 PST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1855 3/28/88 DOWNINGTOWN, PA A/C Reg. No. N7170H Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER J-3	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/010 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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SHANNON</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 2653/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 9100</p> <p>Make/Model- 395</p> <p>Instrument- 1223</p> <p>Multi-Eng - 3387</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 2</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS PERFORMING TOUCH AND GO WHEEL LANDINGS. DURING AN APPROACH THE PILOT CAME IN TOO LOW AND THE RIGHT MAIN LANDING GEAR IMPACTED AN ELECTRIC POWER POLE. THE PILOT LANDED THE AIRCRAFT ON A GRASS STRIP WITH ONLY THE LEFT MAIN GEAR THEN FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 1855

3/28/88

DOWNINGTOWN, PA

A/C Reg. No. N7170H

Time (Lcl) - 1600 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. OBJECT - UTILITY POLE
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. LANDING GEAR, MAIN GEAR - SEPARATION
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1957 4/02/88 DOWNINGTOWN, PA A/C Reg. No. N60057 Time (Lcl) - 1542 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/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 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DOWNINGTOWN, PA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

BOB SHANNON
Runway Ident - 12
Runway Lth/Wid - 2653/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 587	Last 24 Hrs	- 0
Make/Model	- 492	Last 30 Days	- UNK/NR
Instrument	- 7	Last 90 Days	- 2
Multi-Eng	- 0		

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF FROM SHANNON AIRPORT, THE FLIGHT EXPERIENCED AN ENGINE POWER LOSS AND CRASHED. PILOT STATED THAT WATER WAS FOUND IN THE CARBURETOR. THE PLT SAID AFTER THE ACC THAT AFTER THE POWER LOSS HE NOTICED POWERLINES AND HOUSES IN FRONT AND MADE A SHARP LEFT TURN, THEN MUST HAVE PASSED OUT BECAUSE HE DIDN'T REMEMBER ANY THING AFTER THAT.

Brief of Accident (Continued)

File No. - 1957

4/02/88

DOWNTOWN,PA

A/C Reg. No. N60057

Time (Lcl) - 1542 EDT

Occurrence #1 LOSS OF ENGINE POWER
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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - WIRE,TRANSMISSION
4. OBJECT - RESIDENCE
5. MANEUVER - ATTEMPTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1959 4/10/88 MYERSTOWN, PA

A/C Reg. No. N2825U

Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/010 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

MYERSTOWN, PA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRSTRIP

Airport Data

PRIVATE STRIP

Runway Ident - 28

Runway Lth/Wid - 1600/ 50

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 67

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 712

Make/Model- 516

Instrument- UNK/NR

Multi-Eng - 0

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 1

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING TAKEOFF THE AIRCRAFT VEERED TO THE LEFT AND THE LEFT WHEEL DUG INTO THE SOD. AT THE SAME TIME THE RIGHT WING LIFTED UP AND THE AIRCRAFT ROLLED OVER. THE WIND WAS VARIABLE AT 10 TO 15 KNOTS, GUSTING TO 30.

Brief of Accident (Continued)

File No. - 1959

4/10/88

MYERSTOWN, PA

A/C Reg. No. N2825U

Time (Lcl) - 1400 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1962 5/14/88 WEST CHESTER, PA A/C Reg. No. N9638B Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 040/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 10000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BRANDYWINE, PA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BRANDYWINE

Runway Ident - 09

Runway Lth/Wid - 3012/ 50

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 - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 237

Make/Model- 155

Instrument- 17

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PERFORMING A TOUCH AND GO LANDING AT BRANDYWINE AIRPORT AND LOST DIRECTIONAL CONTROL DURING LANDING. HE SAID HE TOUCHED DOWN, APPLIED FULL POWER THEN REMEMBERED TO PUT THE FLAPS UP. WHEN THE ACFT STARTED TO VEER OFF THE RWY THE PLT APPLIED BRAKES BUT WAS UNABLE TO REGAIN CONTROL. THE TERRAIN OFF THE RWY WAS DESCENDING. THE ACFT BECAME AIRBORNE BRIEFLY THEN STALLED AND COLLIDED WITH TREES TO THE RT OF THE RWY. THE PLT SAID THIS WAS HIS FIRST "TOUCH AND GO" IN ABOUT 2 YEARS.

Brief of Accident (Continued)

File No. - 1962

5/14/88

WEST CHESTER, PA

A/C Reg. No. N9638B

Time (Lc1) - 1000 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ABORTED

Finding(s)

1. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1954 5/22/88 WEST CHESTER, PA A/C Reg. No. N8154S Time (Lcl) - 1250 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WEST CHESTER, PA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BRANDYWINE
Runway Ident - 27
Runway Lth/Wid - 3012/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 580	Last 24 Hrs	- 0
Make/Model-	177	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	20
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT PREFLIGHTED THE AIRCRAFT AND PERFORMED A RUNUP BEFORE TAKEOFF. THE FLIGHT DEPARTED FROM RUNWAY 27. WHEN THE AIRCRAFT REACHED ABOUT 200 FEET, THE ENGINE EXPERIENCED A POWER LOSS AND ALTITUDE COULD NOT BE MAINTAINED. THE PILOT ELECTED TO LAND IN A CORN FIELD AND DURING LANDING ROLL, WHEELS STUCK IN MUD AND FLIPPED THE AIRCRAFT OVER. POST ACCIDENT EXAMINATION OF THE ENGINE DID NOT REVEAL ANY DISCREPANCIES.

Brief of Accident (Continued)

File No. - 1954

5/22/88

WEST CHESTER, PA

A/C Reg. No. N8154S

Time (Lcl) - 1250 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. POWERPLANT - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
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. - 1851 6/11/88 LEHIGHTON, PA A/C Reg. No. N44699 Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -TAKEOFF			0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	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 - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 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 LEHIGHTON, PA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>JOHN ARNER</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 3000/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 40</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 - 29</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 29</td> <td>Last 30 Days- 8</td> </tr> <tr> <td>Instrument- 5</td> <td>Last 90 Days- 14</td> </tr> </table>	Total - 29	Last 24 Hrs - 1	Make/Model- 29	Last 30 Days- 8	Instrument- 5	Last 90 Days- 14
Total - 29	Last 24 Hrs - 1							
Make/Model- 29	Last 30 Days- 8							
Instrument- 5	Last 90 Days- 14							

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT, ON HIS THIRD SOLO, EXPERIENCED A LOSS OF DIRECTIONAL CONTROL DURING A GO-AROUND AND SETTLED INTO LOW TREES AND BRUSH ON THE SOUTH SIDE OF THE RUNWAY. THE PILOT REPORTED THE WINDS AS CALM. HE STATED THAT THE LEFT MAIN WHEEL WENT OFF THE LEFT SIDE OF THE RUNWAY INTO GRASS AND THAT DIRECTIONAL CONTROL WAS NEVER REGAINED.

Brief of Accident (Continued)

File No. - 1851

6/11/88

LEHIGHTON, PA

A/C Reg. No. N44699

Time (Lc1) - 0930 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. TOUCH-AND-GO - INITIATED - PILOT IN COMMAND
 3. ABORT - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - ABORTED

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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1813 7/03/88 BALLY, PA

A/C Reg. No. N11061

Time (Lcl) - 1045 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 -TAKEOFF

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - CHAMPION 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/006 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
KUTZTOWN, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

BUTTER VALLEY
Runway Ident - 34
Runway Lth/Wid - 2420/ 85
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 44

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 91	Last 24 Hrs	- UNK/NR
Make/Model-	7	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	34
Multi-Eng	- 0		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS TAKING OFF WITH A LEFT TAILWIND/CROSSWIND. AT LIFTOFF, THE LEFT WING DROPPED AND THE PILOT ATTEMPTED TO CORRECT WITH RUDDER. THE ACFT COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 1813

7/03/88

BALLY, PA

A/C Reg. No. N11061

Time (Lcl) - 1045 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - CROSSWIND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1874 7/18/88 SALTSBURG, PA A/C Reg. No. N1534W Time (Lcl) - 1930 EDT

-----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	2
Accident Occurred During -DESCENT					

-----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 - 1600	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MURRYVILLE, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
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	Current - YES	Total - 885
SE LAND, ME LAND, SE SEA	Months Since - 10	Last 24 Hrs - 0
FREE BALLOON , GLIDER	Aircraft Type - C-177	Make/Model- 270
		Last 30 Days- 14
		Instrument- 108
		Last 90 Days- 30
		Multi-Eng - 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LAUNCHED ON A LOCAL BALLOON SIGHT-SEEING FLIGHT AT 1850 LOCAL TIME WITH THE FORECAST OF THUNDERSTORM ACTIVITY TO COMMENCE IN THE AREA AFTER MIDNIGHT. AFTER 40 MINS OF SMOOTH FLT, THE TEMP DROPPED SHARPLY AND SHORTLY THEREAFTER TURBULENCE WAS ENCOUNTERED WHICH BEGAN TO TEAR PANELS IN THE ENVELOPE, RESULTING IN AN UNCONTROLLED DESCENT INTO TREES. WEATHER CONDITIONS WERE SIMILAR TO THOSE ENCOUNTERED DURING A FRONTAL PASSAGE.

Brief of Accident (Continued)

File No. - 1874

7/18/88

SALTSBURG, PA

A/C Reg. No. N1534W

Time (Lcl) - 1930 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

4. BALLOON EQUIPMENT, ENVELOPE - RUPTURED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1982 8/09/88 E. STROUDSBURG, PA A/C Reg. No. N2HV Time (Lcl) - 1100 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	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - MOONEY M20C	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LINDEN, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BIRCHWOOD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2535/ 50
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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 673
SE LAND	Months Since - 1	Make/Model- 600
	Aircraft Type - M20C	Instrument- UNK/NR
		Multi-Eng - 3
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 14
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT DURING AN ATTEMPTED LANDING THE ACFT FLOATED DURING THE FLARE. AFTER USING ABOUT HALF THE RWY HE DECIDED TO GO-AROUND. THE TEMP WAS 90 DEG F RESULTING IN A DENSITY ALT OF 3200 FT. THE PLT SAID HE APPLIED FULL PWR BUT THE ACFT DID NOT CLIMB RAPIDLY ENOUGH TO CLEAR THE TREES AT THE END OF THE RWY. THE ACFT COLLIDED WITH THE TREES AND CRASHED ABOUT 1/2 MI BEYOND THE RWY.

Brief of Accident (Continued)

File No. - 1982

8/09/88

E. STROUDSBURG, PA

A/C Reg. No. N2HV

Time (Lcl) - 1100 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. WEATHER CONDITION - TEMPERATURE EXTREMES

----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. - 1953 8/11/88 MONTGOMERYVILLE, PA A/C Reg. No. N8233N Time (Lcl) - 1140 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	2	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BIDDEFORD, ME	TURNER FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 32
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2126/ 49
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 465
SE LAND	Months Since - 5	Make/Model- 335
	Aircraft Type - PA-28	Instrument- 15
		Multi-Eng - 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE FLT TOOK OFF WITH LIGHT & VARIABLE WINDS. HE SAID HE USED THE SHORT FLD, OBSTACLE CLEARANCE PROCEDURE TO AVOID POWERLINES WHICH ARE LOCATED 1000 FT FROM THE END OF THE RWY. AFTER THE ACFT BECAME AIRBORNE IT WOULD NOT CLIMB. A TURN WAS STARTED TO AVOID THE POWERLINES AND WAS STEEPENED TO AVOID TREES IN THE PATH OF THE ACFT. THE ACFT LOST ALT DURING THE STEEP TURN AND A LANDING WAS MADE IN A FARM FIELD. THE ACFT LANDED HARD RESULTING IN DAMAGE TO THE LANDING GEAR AND PROP. AFTER THE OCCUPANTS EVACUATED, THE ACFT CAUGHT FIRE AND WAS DESTROYED. THE TEMP WAS 93 DEG F AT THE TIME OF THE ACFT. THE DA WAS 2600 FT.

Brief of Accident (Continued)

File No. - 1953

8/11/88

MONTGOMERYVILLE, PA

A/C Reg. No. N8233N

Time (Lcl) - 1140 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. WEATHER CONDITION - TEMPERATURE EXTREMES
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROADWAY/HIGHWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1981 8/24/88 DOYLESTOWN, PA A/C Reg. No. N1203K Time (Lc1) - 1845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	0	Injuries	
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	2	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF						None

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL C-65A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	WARRINGTON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2330/ 60
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 - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4037
SE LAND,ME LAND	Months Since - 22	Make/Model- 13
	Aircraft Type - C-172	Instrument- 249
		Multi-Eng - 200
		Last 24 Hrs - 3
		Last 30 Days- 66
		Last 90 Days- 242

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND STUDENT PLT TOOK OFF FROM A 2330 FT TURF RWY. WITNESSES SAID THE WIND WAS CALM AND IT WAS HOT. THE PILOTS BOTH SAID THAT EVERYTHING SEEMED NORMAL UNTIL THE ACFT REACHED ABOUT 200 FT AGL AT WHICH TIME THEY LOST LIFT DUE TO EITHER A POWER LOSS OR WIND SHEAR. THE ACFT DESCENDED AND COLLIDED WITH TREES. FAA EXAMINED THE WRECKAGE AND DID NOT FIND ANY EVIDENCE OF MECHANICAL MALFUNCTION OR FAILURE; NOR DID THE PILOTS REPORT A MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 1981

8/24/88

DOYLESTOWN, PA

A/C Reg. No. N1203K

Time (Lcl) - 1845 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1811 10/11/88 LANCASTER, PA A/C Reg. No. N9108B Time (Lcl) - 1430 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		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ATLANTIC CITY, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HANOVER, PA	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 65
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE CESSNA 172 WAS RETURNING SOLO FROM ATLANTIC CITY WHEN THE AIRCRAFT RAN OUT OF FUEL. HE LANDED IN A CORN FIELD AND THE AIRCRAFT FLIPPED OVER. EXAMINATION OF THE WRECKAGE REVEALED NO FUEL IN THE AIRCRAFT. THE PLT SAID HE FUELED THE ACFT WITH 20 GALS OF FUEL BEFORE HIS FLT FROM HARRISBURG, PA TO ATLANTIC CITY. NO REFUELING WAS PERFORMED AT ATLANTIC CITY FOR THE RETURN FLT TO HANOVER, PA. THE FLIGHT WAS CONDUCTED AS A PERSONAL FLIGHT, NOT IN CONNECTION WITH FLIGHT TRAINING.

Brief of Accident (Continued)

File No. - 1811

10/11/88

LANCASTER, PA

A/C Reg. No. N9108B

Time (Lcl) - 1430 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1901 11/03/88 EBENSBURG, PA

A/C Reg. No. N4023Y

Time (Lcl) - 2330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

IN FLIGHT

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 185

Eng Make/Model - CONTINENTAL IO-470-F

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3000

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 250 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 10.0 SM

Lowest Sky/Clouds - 25000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

COLUMBUS, OH

Destination

UNIVERSAL PARK, PA

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 - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1285

Make/Model- 61

Instrument- 194

Multi-Eng - 153

Last 24 Hrs - UNK/NR

Last 30 Days- 25

Last 90 Days- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A TOTAL LOSS OF POWER AND CRASHED IN TREES NEAR EBENSBURG, PA. A TEARDOWN INSPECTION REVEALED EXTENSIVE PREIMPACT DAMAGE TO THE ENGINE. THE #3 MAIN BEARING HAD FAILED, CAUSING THE INTERRUPTION OF OIL SUPPLY TO THE #4 AND 5 BEARINGS AND FAILURE OF A CONNECTING ROD. APPROX ONE QT OF OIL WAS IN THE CRANKCASE. METAL PARTICLES AND OIL WERE IN THE OIL PUMP. THE FORCED LDNG WAS INPEDDED BY OIL ON THE WINDSHIELD AND SMOKE IN THE COCKPIT. THE PLT STALLED THE ACFT WHEN HE NOTED THE AIRPLANE BRUSHING AGAINST TREETOPS.

Brief of Accident (Continued)

File No. - 1901

11/03/88

EBENSBURG, PA

A/C Reg. No. N4023Y

Time (Lcl) - 2330 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL
2. ENGINE ASSEMBLY, CONNECTING ROD - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - CONTAMINATION
5. FUSELAGE, CREW COMPARTMENT - SMOKE

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - TREE(S)
7. STALL - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1975 12/03/88 CHAMBERSBURG, PA A/C Reg. No. N2179Y Time (Lcl) - 2315 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
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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- 280/020 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
NORWOOD, MA
Destination
CHARLESTON, WV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CHAMBERSBURG
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24

Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 164	Last 24 Hrs - 0
Make/Model-	3	Last 30 Days- 25
Instrument-	56	Last 90 Days- 85

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE PIPER PA-28 WAS AT CRUISE ALTITUDE AND GETTING ADVISORIES FROM ATC. ATC GAVE HIM A SIGMET FOR TURBULENCE WHEN HE NOTED HIS FUEL WAS GETTING LOW. HE DECIDED TO LAND AT A NEARBY AIRPORT AND WAS TOLD BY ATC THAT THE AIRPORT HE WANTED WAS AT HIS 12 O'CLOCK POSITION AND 8 MILES. RADAR SERVICE WAS THEN TERMINATED AND SHORTLY THEREAFTER THE AIRCRAFT RAN OUT OF FUEL. THE PILOT COULD NOT FIND THE AIRPORT AND TRIED TO LAND ON A HIGHWAY. AS HE LINED UP WITH THE HIGHWAY TO LAND THE AIRCRAFT STRUCK SOME TREES AND A ROAD SIGN. WHEN THE ACFT CONTACTED THE GROUND THE NOSE WHEEL COLLAPSED AND THE ACFT NOSED OVER. THE ACFT SLID 150-200 FT BEFORE STOPPING AGAINST A GUARD RAIL.

Brief of Accident (Continued)

File No. - 1975

12/03/88

CHAMBERSBURG, PA

A/C Reg. No. N2179Y

Time (Lc1) - 2315 EST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LIGHT CONDITION - DARK NIGHT

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
5. OBJECT - SIGN

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, NOSE GEAR - COLLAPSED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1892 11/18/88 SAN JUAN, PR

A/C Reg. No. N61317

Time (Lcl) - 1603 AST

-----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	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 110/013 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 23

Biennial Flight Review

Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 626	Last 24 Hrs	- UNK/NR
Make/Model-	154	Last 30 Days-	68
Instrument-	77	Last 90 Days-	91
Multi-Eng	- 10		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED, ENTERED LEFT DOWNWIND LEG FOR TOUCH-AND-GO LANDINGS. WHEN AT MIDFIELD DOWNWIND, THE INSTRUCTOR PLT STATED THE ENG QUIT & HE WAS UNABLE TO RESTART IT. THE ACFT CONTINUED DOWNWIND MOMENTARILY THEN THE INSTRUCTOR PLT TURNED THE ACFT TO LAND AT THE ARPT. UNABLE TO REACH IT, THE ACFT WAS DITCHED APRX 1 MILE FROM THE RWY. THE ACFT WAS NOT RECOVERED THEREFORE NO DETERMINATION COULD BE MADE AS THE REASON FOR THE REPORTED ENG FAILURE. THE INSTRUCTOR STATED THAT WHEN THE ENGINE STOPPED PRODUCING POWER THE PROPELLER CAME TO A COMPLETE STOP.

Brief of Accident (Continued)

File No. - 1892

11/18/88

SAN JUAN, PR

A/C Reg. No. N61317

Time (Lc1) - 1603 AST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING

Finding(s)

2. TERRAIN CONDITION - WATER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1850 6/05/88 WESTERLY, RI A/C Reg. No. N580H Time (Lcl) - 1200 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 -HOVER			0	0	0
					2
					0

-----Aircraft Information-----

Make/Model - ENSTROM F-28C	Eng Make/Model - LYCOMING HIO-360-E1AD	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 205 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- 230/014 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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>WESTERLY STATE</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 4000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 800</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 450</td> <td>Last 30 Days- 50</td> </tr> <tr> <td>Instrument- 55</td> <td>Last 90 Days- 98</td> </tr> <tr> <td>Multi-Eng - 55</td> <td>Rotorcraft - 470</td> </tr> </table>	Total - 800	Last 24 Hrs - 3	Make/Model- 450	Last 30 Days- 50	Instrument- 55	Last 90 Days- 98	Multi-Eng - 55	Rotorcraft - 470
Total - 800	Last 24 Hrs - 3									
Make/Model- 450	Last 30 Days- 50									
Instrument- 55	Last 90 Days- 98									
Multi-Eng - 55	Rotorcraft - 470									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT STATED THAT AFTER EXECUTING SEVERAL STRAIGHT-IN AND 180 DEGREE AUTOROTATIONS THEY DECIDED TO ATTEMPT SOME HOVERING AUTOROTATIONS. AFTER EXECUTING THE FIRST ONE SUCCESSFULLY IN A TAILWIND SITUATION, THE STUDENT INITIATED THE SECOND ONE, STILL DOWNWIND, FROM A STABILIZED 3 TO 5 FOOT HOVER. THE CFI STATED THAT THE NOSE OF THE HELICOPTER BEGAN TO PITCH DOWN VERY ABRUPTLY AND BOTH HE AND THE STUDENT APPLIED AFT CYCLIC. DIRECTIONAL CONTROL WAS MAINTAINED; HOWEVER, THE ACFT COLLIDED WITH THE GROUND WITH THE MAIN ROTORS AND THE FORWARD PORTION OF THE SKIDS. THE HELICOPTER THEN ROCKED BACK TO A LEVEL ATTITUDE AND WAS SHUT DOWN.

Brief of Accident (Continued)

File No. - 1850

6/05/88

WESTERLY, RI

A/C Reg. No. N580H

Time (Lc1) - 1200 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation HOVER

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED -
2. WEATHER CONDITION - TAILWIND
3. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1900 12/03/88 BLOCK ISLAND, RI A/C Reg. No. N19863 Time (Lcl) - 1525 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/025 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
NEWPORT, RI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BLOCK ISLAND STATE
Runway Ident - 28
Runway Lth/Wid - 2500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 76
Last 24 Hrs - 0
Make/Model- 64
Last 30 Days- 3
Instrument- UNK/NR
Last 90 Days- 6
Multi-Eng - UNK/NR
Rotorcraft - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE CESSNA 182 WAS ON DOWNWIND WHEN HE STATED THAT HE PULLED THE CARBURETOR HEAT ON AND THEN PULLED THE POWER BACK TO 1500 RPM. WITHIN A FEW SECONDS THE ENGINE QUIT AND THE PILOT INFORMED THE TOWER. THE AIRCRAFT LANDED ABOUT 500 FEET SHORT OF THE RUNWAY. INSPECTION OF THE AIRCRAFT CONTROLS REVEALED THAT THE CARBURETOR HEAT CONTROL WAS OFF AND THE MIXTURE WAS PULLED OUT TO THE IDLE CUTOFF POSITION.

Brief of Accident (Continued)

File No. - 1900

12/03/88

BLOCK ISLAND, RI

A/C Reg. No. N19863

Time (Lc1) - 1525 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID, FUEL - STARVATION
 2. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1828 3/17/88 HONEA PATH, SC A/C Reg. No. N25150 Time (Lcl) - 1645 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

Pass

Fatal

0

0

Serious

0

0

Minor

1

0

None

0

0

-----Aircraft Information-----

Make/Model - MARREK SIDEWINDER
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-320

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/006 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

WADSWORTH, OH

Destination

HONEA PATH, SC

Airport Proximity

ON AIRSTRIP

Airport Data

ASHLEY

Runway Ident - 29

Runway Lth/Wid - 2600 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 70

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - SMYTH

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 950

Make/Model- 950

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN FOLLOWING A NORMAL APPROACH, THE AIRCRAFT ROLLED APPROXIMATELY 400 FEET. THE PILOT APPLIED THE BRAKES AND THE AIRPLANE HIT A RUTTED AREA IN THE RUNWAY. THIS RESULTED IN AN OVERLOAD FAILURE OF THE NOSE GEAR. THE NOSE GEAR COLLAPSED UNDER THE COWL, AND THE AIRPLANE FLIPPED OVER. THE NOSE GEAR ASSEMBLY HAD A BENDING FAILURE AT AN ENGINE MOUNT ATTACHMENT POINT WHICH ALLOWED THE NOSE WHEEL FAIRING AND THE PROPELLER TO DIG INTO THE RUNWAY.

Brief of Accident (Continued)

File No. - 1828

3/17/88

HONEA PATH, SC

A/C Reg. No. N25150

Time (Lc1) - 1645 EST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1809 8/22/88 ROCK HILL, SC A/C Reg. No. N3105J Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE
Pass

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 070/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR THIN BKN
Lowest Ceiling - 25000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
INDIAN TRAIL, NC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRSTRIP

Airport Data
PRIVATE

Runway Ident - UNK/NR
Runway Lth/Wid - 1200/ 25
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - C-150G

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 273	Last 24 Hrs	- 2
Make/Model-	230	Last 30 Days-	8
Instrument-	UNK/NR	Last 90 Days-	12
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE BEGAN TO RUN ROUGH & LOSE PWR WHILE HE WAS CIRCLING SOME PROPERTY HE OWNED. HE SUBSEQUENTLY ATTEMPTED TO LAND AT A NEARBY ULTRALIGHT AIRSTRIP. HE STATED THAT HE DIDN'T REMEMBER ANYTHING AFTER THAT. THE AIRSTRIP OWNER REPORTED THAT HE HEARD THE ENGINE "POPPING" AS THE ACFT APPROACHED THE AIRSTRIP AND ENTERED THE PATTERN. HE STATED THAT THE ACFT WAS "TOO HIGH & TOO FAST" WHEN IT REACHED THE END OF THE RWY. THE ACFT THEN STALLED AND RECOVERED TWICE AS THE PLT MADE AN APPARENT ATTEMPT TO TURN AROUND & LAND IN THE OPPOSITE DIRECTION. SHORTLY THEREAFTER, THE ACFT STALLED AGAIN & CRASHED. POST-CRASH EXAM OF THE ACFT REVEALED NO EVIDENCE OF PRE-EXISTING MECHANICAL MALFUNCTION OR FAILURE. THE ACFT WAS FUELED W/ AUTOGAS AND THE CARB WAS EQUIPPED W/A COMPOSITE FLOAT. THE ACFT WAS AUTOGAS STC'D. WX CONDITIONS RPTD AT CLT ABT 20 MILES NORTH OF THE ACCD SITE INDICATED A TEMPERATURE OF 74 DEGREES AND DEW POINT OF 62 DEGREES ABT 50 MINUTES AFTER THE ACCD.

Brief of Accident (Continued)

File No. - 1809

8/22/88

ROCK HILL, SC

A/C Reg. No. N3105J

Time (Lcl) - 2000 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1988 10/30/88 HILTON HEAD IS.,SC A/C Reg. No. N1275U Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HILTON HEAD IS.,SC
Destination
RIDGELAND,SC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - WET
HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 124 Last 24 Hrs - 0
Make/Model- 88 Last 30 Days- 5
Instrument- 18 Last 90 Days- 6
Multi-Eng - 0 Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE AIRPLANE LOST POWER SHORTLY AFTER TAKEOFF. A FORCED LDG WAS SUBSEQUENTLY MADE IN A SWAMP NEAR THE ARPT. THE AIRPLANE NOSED OVER DURING ROLLOUT. POST-CRASH EXAM OF THE AIRPLANE REVEALED THAT THE THROTTLE CABLE OUTER CASING HAD BECOME BRITTLE AND DISINTEGRATED, RESULTING IN A LOSS OF THROTTLE CONTROL. CRACKS WERE VISIBLE ON REMAINING PORTIONS OF THE OUTER CASING. EXAM OF THE ACFT MAINTENANCE LOGBOOKS REVEALED THAT THE ACFT HAD UNDERGONE A 100 HR INSPECTION 2 MONTHS BEFORE THE ACCIDENT. THE ACFT OPERATING TIME SINCE THE INSPECTION WAS ABOUT 47 HRS. FURTHER EXAM OF THE LOGBOOKS REVEALED NO ENTRIES PERTAINING TO THE REMOVAL OR REPLACEMENT OF THE CABLE SINCE THE ACFT WAS NEW. TOTAL TIME ON THE ACFT WAS 3,939 HRS, BASED ON TACH TIME. 14 CFR 43, APPENDIX D REQUIRES THAT ENGINE CONTROLS BE INSPECTED FOR DEFECTS DURING 100 HR INSPECTIONS.

Brief of Accident (Continued)

File No. - 1988

10/30/88

HILTON HEAD IS., SC

A/C Reg. No. N1275U

Time (Lcl) - 1630 EST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - CRACKED
 2. THROTTLE/POWER LEVER, CABLE - DISINTEGRATED
 3. MAINTENANCE, 100 HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
 4. MAINTENANCE, REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
 6. TERRAIN CONDITION - WET
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1861 7/02/88 PETROS,TN A/C Reg. No. N1724U Time (Lc1) - 2303 EDT

-----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	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T207
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-G
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- 290/009 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
KNOXVILLE,TN
Destination
TERRE HAUTE,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 - 35
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-207

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 291	Last 24 Hrs	- UNK/NR
Make/Model-	61	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	UNK/NR
Multi-Eng -	0		

Instrument Rating(s) - NONE

-----Narrative-----

THE RELATIVELY LOW TIME, NON-INSTRUMENT RATED, PRIVATE PILOT FLEW PASSENGERS TO SAVANNAH, GA. ON THE RETURN FLIGHT, HE MADE A REFUELING STOP AT KNOXVILLE, TN. HE FILED NO FLT PLAN AT KNOXVILLE & NO RECORD OF AN EN ROUTE WX BRIEFING WAS FOUND. AT 2236 EDT, THE PLT CONTACTED THE TOWER & SAID HE WOULD "LIKE TO VFR TO LOUISVILLE WITH A HEADING OF 330." HE TOOK OFF AT 2249 & RECEIVED DEPARTURE VECTORS UNTIL CLEARED ON COURSE. RADAR SERVICE WAS TERMINATED, 23 MI NW OF KNOXVILLE. SUBSEQUENTLY, THE ACFT HIT TREES & CRASHED ON RISING TERRAIN NEAR THE TOP OF A RIDGE, 30 MI NW OF KNOXVILLE. IMPACT OCCURRED AT APRX 3000' MSL ON A HEADING OF 290 DEG. WX AT KNOXVILLE (ELEV 930') WAS IN PART: 3700' OVERCAST, VISIBILITY 5 MI WITH FOG & RAIN. NO EVIDENCE OF A PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DRG THE INVESTIGATION. MOUNTAIN PEAKS IN THE VICINITY OF THE CRASH SITE WERE UP TO 3390'.

Brief of Accident (Continued)

File No. - 1861

7/02/88

PETROS,TN

A/C Reg. No. N1724U

Time (Lcl) - 2303 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN
7. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

8. TERRAIN CONDITION - HIGH TERRAIN
9. TERRAIN CONDITION - RISING
10. OBJECT - TREE(S)
11. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1985 10/18/88 LA FOLLETTE, TN A/C Reg. No. N30470 Time (Lcl) - 1410 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	2	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

-----Aircraft Information-----

Make/Model - CESSNA 177A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 220/014 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KNOXVILLE, TN
Destination
DANVILLE, IL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 530
Make/Model- 107
Instrument- 40
Multi-Eng - 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED KNOXVILLE IN VFR CONDS. THERE WAS AN AREA OF IFR WX TO THE NORTH & NORTHWEST OF KNOXVILLE. THE WX WAS FORECAST TO BE MARGINAL ALONG HIS ROUTE OF FLT. THE PLT RPRTD HE WANTED TO DEPART KNOXVILLE ON A HEADING OF 360 DEG & WOULD BE AT 2500'. THE MAX ELEV FOR THE SECTOR JUST NORTH OF KNOXVILLE WAS 3900'. THE 1349 EDT WX AT THE DEPARTURE ARPT (MCGHEE TYSON, ELEV 981') WAS 1900' OVERCAST, VISIBILITY 10 MI WITH RAIN & FOG. SUBSEQUENTLY, THE ACFT COLLIDED WITH MOUNTAINOUS TERRAIN AT AN ELEV OF 2350', APRX 27 MI NORTH OF MCGHEE TYSON. WITNESSES NEAR THE CRASH SITE INDICATED THE MOUNTAINS WERE OBSCURED BY CLOUDS, FOG & RAIN.

Brief of Accident (Continued)

File No. - 1985

10/18/88

LA FOLLETTE, TN

A/C Reg. No. N30470

Time (Lc1) - 1410 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - DRIZZLE
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - RISING
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1894 5/15/88 FLORESVILLE, TX A/C Reg. No. N2RD Time (Lcl) - 0930 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
					None
					1
					1

-----Aircraft Information-----

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PORTLAND, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAN ANTONIO, TX	Runway Ident - N/A
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 1400 FT SCATTERED	Type of Clearance - NONE	Runway Status - ROUGH
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 322
SE LAND	Months Since - 4	Make/Model- 34
	Aircraft Type - UNK/NR	Instrument- 61
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 19
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE STOPPED PRODUCING FULL POWER AND THE PILOT HAD TO MAKE A FORCED LANDING IN A PASTURE. DURING THE LANDING ROLL, THE AIRPLANE IMPACTED A FENCE. THE PILOT SAID HE FOUND FUEL IN BOTH TANKS BUT THE RIGHT TANK HAD COLLAPSED DUE TO THE TANK VENT BEING PLUGGED WITH RESIDUE THAT WAS PLACED THERE BY MUD DAUBERS. HE SAID THE LEFT TANK STILL HAD MORE FUEL REMAINING THAN THE RIGHT AND HAD NOT COLLAPSED. ACCORDING TO THE MANUFACTURER, THIS AIRPLANE HAS INDIVIDUAL FUEL TANK VENTS AND THEY ARE NOT INTERCONNECTED.

Brief of Accident (Continued)

File No. - 1894

5/15/88

FLORESVILLE, TX

A/C Reg. No. N2RD

Time (Lc1) - 0930 CDT

Occurrence #1 LOSS OF ENGINE POWER

Phase of Operation CRUISE - NORMAL

1. FUEL SYSTEM, VENT - BLOCKED (TOTAL)

2. FUEL SYSTEM, TANK - COLLAPSED

3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

4. 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)

5. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1906 5/18/88 PLANO, TX A/C Reg. No. N4675G Time (Lcl) - 1615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	- INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	- 14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	- LANDING	NONE	Pass 0	0	0	0

-----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	- 2307	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - TV WX</p> <p>Method - TV/RADIO</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 150/005 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT THIN BKN</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 - STRAIGHT-IN</p> <p style="padding-left: 20px;">GO AROUND</p> <p style="padding-left: 20px;">TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>DALLAS NORTH</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 3060/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 30</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - N/A</p> <p style="padding-left: 20px;">Months Since - N/A</p> <p style="padding-left: 20px;">Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 22</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model</td> <td>- UNK/NR</td> <td>Last 30 Days</td> <td>- 8</td> </tr> <tr> <td>Instrument</td> <td>- 0</td> <td>Last 90 Days</td> <td>- 22</td> </tr> </table>	Total	- 22	Last 24 Hrs	- 1	Make/Model	- UNK/NR	Last 30 Days	- 8	Instrument	- 0	Last 90 Days	- 22
Total	- 22	Last 24 Hrs	- 1											
Make/Model	- UNK/NR	Last 30 Days	- 8											
Instrument	- 0	Last 90 Days	- 22											

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS RETURNING FROM PRACTICE IN THE LOCAL AREA AND WAS ATTEMPTING A LANDING WITH A LEFT QUARTERING HEADWIND, WITH WIND GUSTS. AFTER TOUCHDOWN, THE AIRPLANE STARTED TO FLOAT AND DRIFTED TO THE LEFT, OFF THE RUNWAY. THE PILOT ATTEMPTED A GO-AROUND. THE AIRPLANE BECAME NOSE HIGH WITH AN EXTREME LEFT BANK. THE PLT SAID THE NOSE STARTED TO LEVEL AND HE SAW HE WAS HEADING TOWARD TELEPHONE POLES/WIRES. HE SAID HE DID NOT APPLY FURTHER BACK PRESSURE AND LET THE AIRPLANE DESCEND TO THE GROUND WITH THE LEFT WING AND NOSE LOW.

Brief of Accident (Continued)

File No. - 1906

5/18/88

PLANO, TX

A/C Reg. No. N4675G

Time (Lcl) - 1615 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 6. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 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) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1905 6/17/88 GARDEN CITY, TX A/C Reg. No. N9836H Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -AERIAL OBSERVATION

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182R
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2700
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GARDEN CITY, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 17000	Last 24 Hrs - UNK/NR
Make/Model- 1000	Last 30 Days- UNK/NR
Instrument- 75	Last 90 Days- 100
Multi-Eng - 400	Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS INSPECTING SOME AREAS TO BE SPRAYED AND ALSO A ROAD TO BE USED AS AN AIRSTRIIP FOR HIS AERIAL SPRAYING. AFTER A LOW PASS OVER THE ROAD AT REDUCED POWER, HE ADVANCED THE THROTTLE BUT THE ENGINE WOULD NOT RESPOND. DURING THE FORCED LANDING IN ROUGH TERRAIN, THE AIRPLANE ROLLED INTO A DIRT PIT THAT WAS COVERED BY TALL GRASS. INSPECTION REVEALED THAT THE CARBURETOR DRAIN PLUG THREADS WERE DIRTY AND THE DRAIN PLUG WAS MISSING.

Brief of Accident (Continued)

File No. - 1905

6/17/88

GARDEN CITY, TX

A/C Reg. No. N9836H

Time (Lcl) - 1530 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM, DRAIN - LOOSE
 2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
 3. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 5. TERRAIN CONDITION - DITCH
 6. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1907 8/18/88 PEARLAND, TX A/C Reg. No. N16962 Time (Lcl) - 1140 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON A250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 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- 270/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

HOUSTON HELICOPTER
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

HELICOPTER

Age - 30

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	- 4780	Last 24 Hrs	- 4
Make/Model-	1371	Last 30 Days-	UNK/NR
Instrument-	92	Last 90 Days-	132
Multi-Eng -	0	Rotorcraft -	4780

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS AT 300 FEET AGL, MAKING AN APPROACH AFTER A MAINTENANCE TEST FLIGHT, WHEN THE ENGINE OVERTEMPED AND ENGINE POWER WAS LOST. DURING THE AUTOROTATION LANDING, THE HELICOPTER TOUCHED DOWN HARD. THE ACFT ENG BEGAN TO DECELERATE PRIOR TO AUTOROTATION WHEN THE ENG TEMP ROSE TO 1000 DEGREES. A FLARE WAS INITIATED TO SLOW THE FORWARD SPEED AND COLLECTIVE PITCH WAS APPLIED TO CUSHION THE LANDING.

Brief of Accident (Continued)

File No. - 1907

8/18/88

PEARLAND, TX

A/C Reg. No. N16962

Time (Lcl) - 1140 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH

Finding(s)

1. TURBOSHAFT ENGINE - OVERTEMPERATURE
 2. TURBOSHAFT ENGINE - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. PROPER 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1908 8/26/88 TYLER, TX A/C Reg. No. N444FF Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - HELIO-COURIER H-250
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3400
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/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- 235/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TYLER, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000
Make/Model- 14
Instrument- 230
Multi-Eng - 900
Last 24 Hrs - 0
Last 30 Days- 14
Last 90 Days- 14
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT, THE ENGINE STOPPED DEVELOPING POWER. THE FUEL WAS FEEDING FROM THE MAIN TANKS AND THE PILOT ATTEMPTED TO TRANSFER SOME FUEL FROM THE AUXILIARY TANKS TO THE MAINS BUT WAS NOT ABLE TO GET A RESTART. DURING THE FORCED LANDING, THE AIRPLANE IMPACTED A TELEPHONE POLE AND THE TERRAIN. INSPECTION REVEALED THE MAIN TANKS WERE EMPTY AND THE AUX TANKS CONTAINED FUEL.

Brief of Accident (Continued)

File No. - 1908

8/26/88

TYLER, TX

A/C Reg. No. N444FF

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - STARVATION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 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 - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - UTILITY POLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1909 9/05/88 HOUSTON, TX A/C Reg. No. N6208L Time (Lcl) - 1600 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - AMERICAN AA1B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1560
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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WESTHEIMER AIR PARK
Runway Ident - 29
Runway Lth/Wid - 2500/ 28
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 66
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1022
Make/Model- 345
Instrument- 6
Multi-Eng - 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 16
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER LIFTOFF, THE ENGINE LOST POWER AND THE PILOT TURNED TOWARD A FIELD. THE NOSE WHEEL STRUCK A LEVEE AND THE AIRPLANE FLIPPED INVERTED. DURING A POST-CRASH INSPECTION, A LARGE MUD DAUBER NEST WAS FOUND INSIDE THE AIR INDUCTION SYSTEM, JUST BEHIND THE CARBURETOR HEAT CONTROL VALVE. THE AIRPLANE WAS NOT EQUIPPED WITH VENTED FUEL CAPS, AND THE FUEL TANK VENT LINES IN BOTH WINGS WERE OBSTRUCTED WITH A FOREIGN MATERIAL. THERE WERE NUMEROUS OTHER SMALL MUD-DAUBER NESTS INSIDE THE COWLING.

Brief of Accident (Continued)

File No. - 1909

9/05/88

HOUSTON, TX

A/C Reg. No. N6208L

Time (Lc1) - 1600 MDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. INDUCTION AIR CONTROL/SYSTEM - CONTAMINATION
2. INDUCTION AIR CONTROL/SYSTEM - BLOCKED(PARTIAL)
3. IGNITION SYSTEM, SPARK PLUG - FOULED

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 - DIRT BANK

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1910 10/02/88 HOUSTON, TX

A/C Reg. No. N89745

Time (Lcl) - 1750 CDT

-----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	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELLINGTON AFB, TX
Destination
HOUSTON, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ANDRAU AIRPARK
Runway Ident - 34
Runway Lth/Wid - 4750/ 50
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 230
Make/Model- 32
Instrument- 48
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS LANDING THE AIRPLANE ON RUNWAY 34, WITH WINDS FROM 330 DEGREES AT 15 KNOTS. THE AIRPLANE RAN OFF THE WEST SIDE OF THE RUNWAY, INTO SOME SMALL TREES. AFTER THE ACCIDENT, DURING THE INSPECTION AND REPAIR, NOTHING WAS FOUND WRONG WITH THE BRAKE SYSTEM OR FLIGHT CONTROLS.

Brief of Accident (Continued)

File No. - 1910

10/02/88

HOUSTON, TX

A/C Reg. No. N89745

Time (Lcl) - 1750 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1940 10/22/88 SAN ANTONIO, TX A/C Reg. No. N7185Q Time (Lcl) - 2345 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

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 170/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
GALVESTON, TX
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - 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 - 25

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 350	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	25	Last 90 Days-	UNK/NR
		Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE HAD BEEN FLOWN FOR 2.2 HOURS SINCE REFUELING WHEN THIS PILOT STARTED HIS FLIGHT. THIS PILOT FLEW THE AIRPLANE FOR 2.5 HOURS AND THE ENGINE QUIT. DURING THE FORCED LANDING, THE AIRPLANE IMPACTED A POWER POLE AND POWER LINES, AND THEN THE TERRAIN. NO USABLE FUEL WAS FOUND IN THE FUEL TANKS. NO PREIMPACT PROBLEMS COULD BE FOUND WITH THE AIRPLANE OR ENGINE. ONE FUEL LINE BETWEEN THE FIREWALL FUEL FILTER AND THE CARBURETOR WAS FOUND TO BE BROKEN BUT NO INDICATION OF SPILLED FUEL WAS FOUND. PLTS LAST MEDICAL EXAM WAS JAN 1986.

Brief of Accident (Continued)

File No. - 1940

10/22/88

SAN ANTONIO, TX

A/C Reg. No. N7185Q

Time (Lcl) - 2345 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - UTILITY POLE
5. OBJECT - WIRE, TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1926 11/06/88 FLINT, TX A/C Reg. No. N5913J Time (Lcl) - 1510 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA A150K	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/008 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BERRYVILLE, TX</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 - 22</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-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 420</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 AIRPLANE WAS OBSERVED FLYING ON AN EASTERLY HEADING AT LOW ALTITUDE, WITH THE PROPELLER STOPPED. ONE OF THE WITNESSES SAID THE AIRPLANE WAS GLIDING TOWARD HIM AND WHEN CLOSE HE STARTED RUNNING AWAY. HE SAID THE AIRPLANE ABRUPTLY TURNED LEFT AND WENT STRAIGHT DOWN, NOSE FIRST, AND HIT THE GROUND. DAMAGE TO THE PROPELLER INDICATED ROTATION AT IMPACT. TWO BOYS IN THE AREA TOLD AUTHORITIES THE PILOT HAD BEEN TURNING THE ENGINE OFF AND ON FOR QUITE SOME TIME. TOX REPORT INDICATED TRACE AMOUNTS OF METABOLITE OF COCAINE IN THE PILOT'S URINE, BUT COCAINE WAS NOT FOUND IN THE PILOT'S BLOOD. THE LEVEL OF METABOLITE WAS BELOW THAT WHICH COULD BE QUANTIFIED, THEREFORE NO RELATIONSHIP TO THE CAUSE OF THE ACCIDENT COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 1926

11/06/88

FLINT, TX

A/C Reg. No. N5913J

Time (Lcl) - 1510 CST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. BUZZING - INTENTIONAL - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1941 11/10/88 GLADEWATER, TX

A/C Reg. No. N16135

Time (Lcl) - 2115 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BRISTOW, OK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
MUNICIPAL

Runway Ident - 13
Runway Lth/Wid - 3300/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 244
Last 24 Hrs - 9
Make/Model- 13
Last 30 Days- 16
Instrument- 37
Last 90 Days- 21
Multi-Eng - 0
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS RETURNING HOME FROM A PERSONAL NIGHT CROSS-COUNTRY FLIGHT WHEN THE ENGINE STOPPED PRODUCING POWER. THE PILOT ATTEMPTED TO GLIDE TO THE HOME AIRPORT BUT WAS UNABLE AND HAD TO ACCEPT A FORCED LANDING ON A RAILROAD TRACK. DURING THE FINAL APPROACH, ONE WING IMPACTED A TREE BUT THE PILOT WAS ABLE TO HOLD THE AIRPLANE STRAIGHT AND LANDED ON THE TRACKS. DURING AN INTERVIEW BETWEEN THE PILOT AND AN FAA AVIATION SAFETY INSPECTOR, THE PILOT STATED HE HAD NOTICED THE INDICATED FUEL QUANTITY IN THE TANKS HAD DECREASED MORE RAPIDLY ON THIS LEG OF THE FLIGHT. THE INSPECTOR FOUND THE PRIMER UNLOCKED, WITH THE PLUNGER EXTENDED APPROXIMATELY 1/2 INCH. AN ENTRY IN THE AIRPLANE LOGBOOK INDICATED AN 'O' RING HAD BEEN REPLACED IN THE PRIMER, PRIOR TO THE FIRST LEG OF THIS FLIGHT.

Brief of Accident (Continued)

File No. - 1941

11/10/88

GLADEWATER, TX

A/C Reg. No. N16135

Time (Lcl) - 2115 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. LIGHT CONDITION - DARK NIGHT

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1942 11/11/88 EL PASO, TX A/C Reg. No. N2721G Time (Lcl) - 1135 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 182B	Eng Make/Model	- CONTINENTAL O-47OR	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/025 KTS</p> <p>Visibility - 8.0 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>CORPUS CHRISTI, TX</p> <p>Destination</p> <p>HORIZON CITY, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - STRAIGHT-IN</p> <p>FORCED LANDING</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>MCGUIRE RANCH</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 8500/ 70</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 144
SE LAND	Months Since - 12	Make/Model- 54
	Aircraft Type - C-182	Instrument- 4
		Multi-Eng - 0
		Last 24 Hrs - 4
		Last 30 Days- 12
		Last 90 Days- 26
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID HE THOUGHT HE HAD ENOUGH FUEL TO KEEP THE AIRPLANE AIRBORNE FOR 6 HOURS BUT THE LEFT TANK RAN DRY IN 4.0 HOURS AND THE RIGHT TANK WENT DRY AT 4.1 HOURS. THE LANDING WAS ON A RANCH AIRPORT BUT WAS NOT ON A RUNWAY AND THE FORCED LANDING WAS A HARD ONE.

Brief of Accident (Continued)

File No. - 1942

11/11/88

EL PASO, TX

A/C Reg. No. N2721G

Time (Lcl) - 1135 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1972 11/15/88 HOUSTON, TX A/C Reg. No. N1639B Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation - PERSONAL	NONE	Pass	0	0	1	0
Flight Conducted Under - 14 CFR 91			0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - LUSCOMBE 11A	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2280	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WEISER AIR PARK
Wind Dir/Speed- 190/015 KTS		Runway Ident - 27
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 3467/ 40
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 895
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS LANDING AFTER A PERSONAL FLIGHT WHEN THE ACFT NOSED OVER TO THE INVERTED POSITION. HE WAS LANDING ON RUNWAY 27, WITH WINDS FROM 190 DEGREES AT 15 KNOTS, GUSTING TO 22 KNOTS. THE AIRPLANE WAS A TAILWHEEL TYPE. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 1972

11/15/88

HOUSTON, TX

A/C Reg. No. N1639B

Time (Lc1) - 1000 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

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. - 1943 12/03/88 TEXARKANA, TX A/C Reg. No. N22229 Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 1
0 0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520L
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 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)
PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 822 Last 24 Hrs - UNK/NR
Make/Model- 28 Last 30 Days- 13
Instrument- 62 Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF ON THIS FLIGHT, THE ENGINE LOST POWER. DURING THE FORCED LANDING, THE AIRPLANE IMPACTED THE TOPS OF TREES AND THEN A DIRT BANK. AFTER THE ACCIDENT, THE FAA WERE NOT ABLE TO FIND ANY FUEL IN THE TANKS. THE PILOT STATED HE HAD NOT VISUALLY CHECKED THE TANKS BEFORE DEPARTURE.

Brief of Accident (Continued)

File No. - 1943

12/03/88

TEXARKANA, TX

A/C Reg. No. N22229

Time (Lcl) - 1630 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

3. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1927 12/03/88 TOMBALL, TX A/C Reg. No. N2379V Time (Lcl) - 1710 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	1	1	0
Accident Occurred During -DESCENT			0	0	0
			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-----

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	DAVID WAYNE HAWKS MEM.
Wind Dir/Speed- 150/004 KTS	ATC/Airspace	Runway Ident - 17R
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 855
SE LAND,ME LAND	Months Since - 5	Make/Model- UNK/NR
	Aircraft Type - PA-38	Instrument- 91
		Multi-Eng - 18
		Last 24 Hrs - UNK/NR
		Last 30 Days- 81
		Last 90 Days- 202
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS BEING USED FOR TOUCH AND GO LANDINGS BY AN INSTRUCTOR AND A LOW TIME STUDENT. IT WAS ON A BASE LEG TO LAND TO THE SOUTH WHEN THE INSTRUCTOR TOLD THE TOWER SHE HAD LOST THE ENGINE AND WAS GOING DOWN. THERE WERE NO WITNESSES TO THE ACCIDENT. THE STUDENT SURVIVED BUT DID NOT REMEMBER THE FLIGHT. NO PROBLEMS WERE FOUND WITH THE ENGINE OR FUEL SYSTEM WHICH WOULD HAVE PREVENTED THE ENGINE FROM PRODUCING ENOUGH POWER TO PREVENT A FORCED LANDING. THE PROPELLER CAME OFF THE CRANKSHAFT AT IMPACT. MARKS ON THE SIX PROPELLER FLANGE BUSHING INDICATED THE PROPELLER HAD BEEN LOOSE FOR AN UNDETERMINED LENGTH OF TIME. THE FLANGE BUSHING HAD BEEN OVERSTRESSED AND THE FLANGED ENDS SEPARATED FROM THE BUSHINGS. THE BUSHINGS CAME OUT OF THE CRANKSHAFT AT IMPACT. THE FIELD WHERE THE AIRCRAFT CAME TO REST WAS SURROUNDED BY TREES.

Brief of Accident (Continued)

File No. - 1927

12/03/88

TOMBALL, TX

A/C Reg. No. N2379V

Time (Lcl) - 1710 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - OVERTORQUE
2. MAINTENANCE - IMPROPER - UNKNOWN
3. PROPELLER SYSTEM/ACCESSORIES - FAILURE, PARTIAL
4. PROPELLER SYSTEM/ACCESSORIES - VIBRATION
5. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
7. STALL - INADVERTENT - PILOT IN COMMAND(CFI)
8. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7

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. - 1971 12/07/88 SAN ANTONIO, TX A/C Reg. No. N7392H Time (Lcl) - 1452 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - CESSNA A185H
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/010 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DRYDEN, TX

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

INTERNATIONAL

Runway Ident - 12

Runway Lth/Wid - 5437/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 53

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2900

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING THE LANDING ROLL, THE LEFT WHEEL BRAKE CYLINDER FAILED AND THE AIRPLANE GROUNDLOOPED. THE PLT DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 1971

12/07/88

SAN ANTONIO, TX

A/C Reg. No. N7392H

Time (Lc1) - 1452 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1996 11/14/88 CIRCLEVILLE, UT A/C Reg. No. N46SP Time (Lcl) - 0710 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	1	0	0
Accident Occurred During -DESCENT			0	1	0	0

-----Aircraft Information-----

Make/Model - SKYPOWER 6	Eng Make/Model - N/A	ELT Installed/Activated - YES/YES
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ANAHEIM, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- 225/030 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1000 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAWN		

-----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, COMMERCIAL	Current - YES	Total - 729
SE LAND	Months Since - 2	Last 24 Hrs - UNK/NR
FREE BALLOON	Aircraft Type - S60A	Make/Model- 62
		Instrument- 23
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL BALLOON PILOT AND A COMMERCIAL RATED PASSENGER WERE MAKING AN OVERNIGHT FLIGHT. THE BALLOON WAS EQUIPPED WITH INSTRUMENTS AND EQUIPMENT THAT ALLOWED FLIGHT FOLLOWING BY LOS ANGELES ARTCC. THE FLIGHT BECAME ENGULFED IN A COLD FRONT AND ENDURED HEAVY TURBULENCE, STRONG UP AND DOWN DRAFTS, SLEET, SNOW AND FREEZING TEMPERATURES. WINDS OF OVER 60 KNOTS PUSHED THE BALLOON TOWARD UTAH. AT DAYLIGHT THE PLT ATTEMPTED TO LAND NEAR CIRCLEVILLE, UTAH. THE PASSENGER SAID THE PLT MISTAKENLY PULLED THE "RED LINE" WHICH DUMPED ALL THE HELIUM. THE BALLOON FELL AT A RATE BEYOND THE MAXIMUM READINGS ON THE VSI.

Brief of Accident (Continued)

File No. - 1996

11/14/88

CIRCLEVILLE,UT

A/C Reg. No. N46SP

Time (Lcl) - 0710 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER EVALUATION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - SNOW
4. BALLOON EQUIPMENT, CONTROL SYSTEM - DEPLOYED INADVERTENTLY
5. EMERGENCY PROCEDURE - INADVERTENT ACTIVATION - PILOT IN COMMAND
6. BALLOON EQUIPMENT, ENVELOPE - DUMPED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

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) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1989 11/16/88 TOOELE,UT A/C Reg. No. N222BL Time (Lcl) - 0110 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
1	0	0	0	Crew
1	0	0	0	Pass

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 421
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6840
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTSIO-520-H ELT Installed/Activated - YES/NO
Number Engines - 2 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 120/009 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ST. GEORGE,UT
Destination
SALT LAKE CITY,UT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 65
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 6375 Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- 395 Last 90 Days- 70
Multi-Eng - 2050

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT DEPARTED ST. GEORGE, UT, AT 0100 MST ENROUTE TO SALT LAKE CITY (SLC). A FLT PLAN WAS NOT FILED. THE WX FORECAST WAS FOR IMC WITH MOUNTAIN TOPS OBSCURED. THE PLT REQUESTED FLT FOLLOWING FROM SLC CENTER AND PROCEEDED ON THE AIRWAYS UNTIL ABOUT 40 MI S OF SLC WHERE RADAR CONTACT WAS LOST. UPON LOSS OF RADAR CONTACT, THE CONTROLLER ASKED THE PLT WHAT HIS ALT WAS. THE PLT REPLIED THAT HE WAS AT 10,500 FT. THAT WAS THE LAST CONTACT WITH THE FLT. AFTER REPEATED ATTEMPTS TO REESTABLISH CONTACT, IT WAS DETERMINED THAT THE ACFT HAD GONE DOWN. A SEARCH WAS BEGUN AND THE WRECKAGE WAS FOUND 30 MI SW OF SLC AT THE 9500 FT LEVEL OF A MOUNTAIN.

Brief of Accident (Continued)

File No. - 1989

11/16/88

T00ELE,UT

A/C Reg. No. N222BL

Time (Lcl) - 0110 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - SNOW
3. WEATHER CONDITION - LOW CEILING
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8

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. - 1932 11/10/88 ST. THOMAS,VI A/C Reg. No. N16619 Time (Lcl) - 1230 AST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	2	1

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BELL 206L
Landing Gear - EMERGENCY FLOAT
Max Gross Wt - 4000
No. of Seats - 7

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 080/012 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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 - 33

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6725	Last 24 Hrs	- 3
Make/Model-	1400	Last 30 Days-	UNK/NR
Instrument-	465	Last 90 Days-	UNK/NR
Multi-Eng	- 680	Rotorcraft	- 3500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AUTOROTATED THE HELICOPTER INTO THE WATER AFTER A LOSS OF POWER WHILE TRANSITIONING FROM FWD FLIGHT TO A HOVER. WHILE LANDING WITH THE EMERGENCY FLOATS ARMED, HE ATTEMPTED TO DEPLOY THE FLOATS BUT WAS UNABLE. THE PLT & PAX EVACUATED. THE HELICOPTER SANK. EXAMINATION REVEALED THE ELECTRICAL WIRES FOR ACTIVATION OF THE DISCHARGE AGENT SEPARATED ON IMPACT, RENDERING THE FLOAT DEPLOYMENT SYSTEM INOPERABLE. THE COMPRESSOR SECTION OF THE ENGINE SUSTAINED A CONTAINED FAILURE. THERE WAS NO EVIDENCE OF FOREIGN OBJECT INGESTION, FAILURE OR MALFUNCTION OF NO'S 1,2, OR 2.5 BEARINGS, RUBBING OF THE ROTOR BLADES AGAINST THE COMPRESSOR CASE, OR AXIAL MOVEMENT OF THE ROTOR ASSY. A METALLURGICAL EXAMINATION WAS UNABLE TO DETERMINE THE EVENT RESULTING IN THE FAILURE OF THE COMPRESSOR SECTION. THE OPERATOR STATED THAT COMPANY PERSONNEL WERE NOT ACCOMPLISHING THE SALT WATER CONTAMINATION REMOVAL PROCEDURE RECOMMENDED BY THE ENG MANUFACTURER.

Brief of Accident (Continued)

File No. - 1932

11/10/88

ST. THOMAS,VI

A/C Reg. No. N16619

Time (Lcl) - 1230 AST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING

Finding(s)

1. COMPRESSOR ASSEMBLY, ROTOR DISC - DISINTEGRATED
 2. MAINTENANCE, SERVICE OF AIRCRAFT - NOT PERFORMED - COMPANY MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. EMERGENCY EQUIPMENT - DELAYED - PILOT IN COMMAND
 4. MISC ROTORCRAFT, EMERGENCY FLOATATION GEAR - DISABLED
-

-----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. - 1990 3/05/88 WEST BEND, WI A/C Reg. No. N7089Q Time (Lcl) - 1930 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
					1

-----Aircraft Information-----

Make/Model - CESSNA 172L	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/008 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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>WEST BEND</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 4500/ 75</p> <p>Runway Surface - CONCRETE</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 - 52</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 236</p> <p>Make/Model- 173</p> <p>Instrument- 5</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 6</p> <p>Last 90 Days- 15</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER 30 MINUTES OF LOCAL FLIGHT, ON A DARK NIGHT, THE PILOT INCREASED THE THROTTLE SETTING AFTER SELECTING APPROACH FLAPS. THERE WAS NO RESPONSE FROM THE ENGINE. A FORCED LANDING WAS INITIATED AND THE AIRCRAFT COLLIDED WITH TREES AND TERRAIN. A SUBSEQUENT INVESTIGATION OF THE ENGINE, FUEL SUPPLY, MAGNETOS AND INDUCTION SYSTEM REVEALED NOTHING WHICH WOULD HAVE PREVENTED THE ENGINE FROM DEVELOPING NORMAL POWER.

Brief of Accident (Continued)

File No. - 1990

3/05/88

WEST BEND,WI

A/C Reg. No. N7089Q

Time (Lcl) - 1930 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LIGHT CONDITION - DARK NIGHT

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. OBJECT - TREE(S)
6. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1897 5/01/88 MERRIMAC,WI A/C Reg. No. N31288 Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -MANEUVERING					

-----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 - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MIDDLETON,WI	PRIVATE STRIP
Wind Dir/Speed- 070/008 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1048
SE LAND	Months Since - 7	Make/Model- 600
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - 0
		Last 24 Hrs - 1
		Last 30 Days- 4
		Last 90 Days- 12
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD JUST TAKEN OFF FROM A PRIVATE STRIP AND IMMEDIATELY ENTERED A HIGH ANGLE OF BANK TURN TO THE LEFT AT LOW ALTITUDE. A WITNESS, WHO WAS AN EXPERIENCED AEROBATIC PILOT, ESTIMATED THE ANGLE OF BANK TO APPROACH 90 DEGREES. THE NOSE WAS SEEN TO PITCH DOWN, AND THE AIRPLANE DISAPPEARED BELOW THE TREE LINE. IMPACT WAS IN A FARMER'S FIELD ONE-QUARTER MILE FROM THE DEPARTURE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1897

5/01/88

MERRIMAC,WI

A/C Reg. No. N31288

Time (Lcl) - 1415 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - IMPROPER - PILOT IN COMMAND
2. STALL/SPIN - ENCOUNTERED - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1824 7/05/88 CLARKSBURG, WV A/C Reg. No. N32CT Time (Lcl) - 1535 EDT

-----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	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- HUGHES 369D	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3000	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 375 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- 010/006 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 6000 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="text-align: center;">SAME AS ACC/INC</p> <p>Destination</p> <p style="text-align: center;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - SIMULATED FORCED LANDING</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p style="text-align: center;">BENEDUM</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI,MILITARY	Current - YES	Total - 6632
ME LAND	Months Since - 3	Make/Model- 2020
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 693
		Multi-Eng - 1010
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 108
		Rotorcraft - 5540

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE STUDENT AND INSTRUCTOR PRACTICED SEVERAL MANEUVERS. AT THE TIME OF THE ACCIDENT THEY WERE DOING STRAIGHT-IN LANDINGS. THE STUDENT DID ONE LANDING AFTER A DEMO BY THE INSTRUCTOR. THE STUDENT WAS DOING HIS SECOND LANDING WHICH THE INSTRUCTOR DESCRIBED AS NOT EXCESSIVELY HARD AND WITHOUT BOUNCING. THE INSTRUCTOR SAID THE AIRCRAFT SLID ABOUT SIX FEET WHEN HE HEARD A NOISE. THE AIRCRAFT THEN SLOWLY TURNED ABOUT 120 DEGREES AND STOPPED. EXAMINATION OF THE AIRCRAFT REVEALED THE MAIN ROTOR HAD STRUCK & SHEARED THE TAILBOOM ABOUT 3 FEET IN FRONT OF THE TAILROTOR GEAR BOX. THE INSTRUCTOR REPORTED NO EVIDENCE OF ANY MALFUNCTIONS AND THERE WAS NONE FOUND DURING THE EXAMINATION.

Brief of Accident (Continued)

File No. - 1824

7/05/88

CLARKSBURG,WV

A/C Reg. No. N32CT

Time (Lcl) - 1535 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - DUAL STUDENT
 2. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1999 11/13/88 RIVERTON,WY A/C Reg. No. N8045B Time (Lcl) - 1630 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LANDER,WY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	RIVERTON,WY	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 - GRASS/TURF
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1147
SE LAND,ME LAND	Months Since - 21	Make/Model- 100
	Aircraft Type - C-210	Instrument- 50
		Multi-Eng - 153
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR REPORTED CLOSING THE THROTTLE TO SIMULATE AN ENGINE FAILURE, DURING A TRAINING FLIGHT. THE STUDENT ADDED CARBURETOR HEAT FIRST, INSTEAD OF ESTABLISHING A PROPER GLIDE. THE INSTRUCTOR REMOVED CARBURETOR HEAT AND ADVISED THE STUDENT OF THE DESIRED SEQUENCE. THE INSTRUCTOR ADDED CARB HEAT, OPENED THE THROTTLE SLIGHTLY, AND CLEARED THE ENGINE DURING DESCENT. THE STUDENT SELECTED A FIELD FOR THE SIMULATED FORCED LANDING. THE INSTRUCTOR ADDED POWER TO RECOVER AT 300 FT AGL. THE ENGINE ACCELERATED TO PARTIAL POWER THEN "CUT OUT." THE INSTRUCTOR TRIED TWICE MORE TO RESTORE FULL POWER TO NO AVAIL. A FORCED LANDING WAS MADE IN A BEET FIELD, 10 MILES SOUTHWEST OF THE DESTINATION. AT TOUCHDOWN, THE NOSE WHEEL HIT A DITCH AND WAS SHEARED OFF. THE ACFT TRAVELED 200 FEET, NOSED OVER AND CAME TO REST INVERTED. A POST ACCIDENT ENGINE RUN BY AN FAA INSPECTOR FAILED TO REVEAL EVIDENCE TO EXPLAIN THE REPORTED LOSS OF POWER. THE TEMP WAS 41, AND THE DEW POINT WAS 27.

Brief of Accident (Continued)

File No. - 1999

11/13/88

RIVERTON,WY

A/C Reg. No. N8045B

Time (Lcl) - 1630 MST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FUEL SYSTEM,CARBURETOR - ICE
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
4. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

EMBRY-RIDDLE AERO U. DAYTONA BEACH



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